

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**

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KIRK CALDWELL  
MAYOR



ARTHUR D. CHALLACOMBE  
ACTING DIRECTOR

KATHY K. SOKUGAWA  
ACTING DEPUTY DIRECTOR

October 18, 2016

The Honorable Ernest Y. Martin  
Chair and Presiding Officer  
and Members  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, Hawaii 96813

Dear Chair Martin and Councilmembers:

Subject: Application for an Interim Planned Development-Transit (IPD-T)  
and Special District Permit Application No. 2016/SDD-40  
Project: Hawaii City Plaza  
Landowner: Hawaii City Plaza LP  
Agent: FSC Architects (James G. Freeman)  
Location: 710 and 730 Sheridan Street and  
733 Cedar Street – Kewalo, Waikiki  
Tax Map Keys: 2-3-14: 2, 4, and 11  
Acceptance Date: July 5, 2016

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CITY OF HONOLULU

We recommend approval of this application for an IPD-T for the Hawaii City Plaza Condominium Development Project, including the development of a 250-foot-high mixed use tower with 164 multi-family dwelling units (33 units will be affordable), roof gardens, community room, ground floor eating and drinking establishments, outdoor dining areas, parking podium, 209 bicycle parking spaces, publicly-accessible ground-level improvements, and various right-of-way improvements. The Project site is in the A-2 Medium-Density Apartment and BMX-3 Community Business Mixed Use Districts and is within a quarter mile of the future transit station in the Ala Moana neighborhood. The Department of Planning and Permitting (DPP) recommends approval of the conceptual Project plan, subject to conditions relating to the provision of community benefits, including on-site affordable housing, reduction in the number of parking spaces, provision of architectural features on the parking podium, and approvals from other governmental agencies.

Attached for your consideration are our report and draft resolution. Approximately 22 individuals attended the Public Hearing. Testimony was given by three individuals, including one DPP staff member who lives in the neighborhood and testified as an individual during her own personal non-work time. All three testifiers supported the project, but two of them expressed concerns about traffic on and access to Cedar Street, garbage trucks that currently turn around in the Cedar Street cul-de-sac, the relative usefulness of the

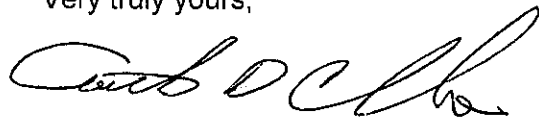
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and Members  
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community room, the design of the podium that faces residential neighbors, and homelessness in the neighborhood.

Pursuant to Chapter 21, Revised Ordinances of Honolulu, the City Council must act within 60 calendar days after receipt of our findings and recommendation; however, the City Council may extend this period of time upon receipt of a request from the applicant for an extension. The extension is not automatic and thus, if an extension of time is not requested in a timely manner, the application may be filed due to the Council's time deadline.

Should you have any questions, please contact me at 768-8000.

Very truly yours,



Arthur D. Challacombe  
Acting Director

Attachments

cc: Mayor  
Managing Director  
Corporation Counsel  
Public Hearings Reporter  
Zhe Fang  
FSC Architects (James G. Freeman)

APPROVED:

  
Roy K. Amemiya, Jr.  
Managing Director

DEPARTMENT OF PLANNING AND PERMITTING  
OF THE CITY AND COUNTY OF HONOLULU

STATE OF HAWAII

IN THE MATTER OF THE APPLICATION )  
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 FOR AN )  
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 INTERIM PLANNED DEVELOPMENT- )  
 TRANSIT PERMIT )  
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FILE NO. 2016/SDD-40

FINDINGS OF FACT, CONCLUSIONS OF LAW  
AND RECOMMENDATION

I. GENERAL INFORMATION

A. Basic Information:

APPLICANT:	Zhe Fang
LANDOWNER:	Hawaii City Plaza LP
AGENT:	FSC Architects (James G. Freeman)
LOCATION:	710 and 730 Sheridan Street and 733 Cedar Street – Kewalo, Honolulu (Exhibit A-1)
TAX MAP KEY:	2-3-14: 2, 4, and 11
LOT AREA:	39,520 Square Feet
STATE LAND USE DISTRICT:	Urban
EXISTING ZONING:	BMX-3 Community Business Mixed Use District A-2 Medium-Density Apartment Mixed Use District (Exhibit A-2)
EXISTING USE:	One- and two-story structures with mixed use commercial uses including retail, personal services, offices, and automobile rental and repair establishment.
SURROUNDING LAND USES:	Retail, eating and drinking establishment, automobile repair, warehouse, and multi-family dwelling units. The future Ala Moana transit station will be located about a quarter mile from the subject property.

- B. Proposal: The Applicant seeks an Interim Planned Development-Transit (IPD-T) Permit and Special District Permit (Major) to allow the development of a 250-foot-high mixed use tower with 164 multi-family dwelling units, roof gardens, community room, three ground floor commercial spaces for eating and drinking establishments, outdoor dining areas, parking podium, publicly-accessible ground-level improvements, and various right-of-way improvements in the BMX-3 Community Business Mixed Use and A-2 Medium-Density

Apartment Districts within a quarter mile of the future transit station in the Ala Moana neighborhood.

The existing one- and two-story warehouse structures at the site will be demolished and the Applicant proposes to develop a new 26-story mixed use tower to include the following:

- In the basement (Levels B1 and B2), there will be two levels of parking for the commercial uses for a total of 73 parking stalls. There will be two electrical and mechanical rooms on each basement level. See Exhibits B-2 and B-3.
- On the ground floor, the Applicant proposes:
  - Three commercial spaces, approximately 7,528 square feet, for eating and drinking establishments, and 1,895 square feet of outdoor dining space.
  - A 390-square-foot community room on the side of the building facing Cedar Street, which will accommodate approximately 20 people and will be available to the public by request.
  - The residential unit entrance and elevator, trash room, electrical and mechanical room, three loading spaces, and a bikeshare station with 10 bicycle spaces facing Cedar Street.
  - A publically-accessible two-way driveway to connect Sheridan Street to Cedar Street. The private driveway will align with the existing curb cut across Sheridan Street on Walmart/Sam's Club property. The Applicant proposes to allow vehicles, pedestrians, and bicyclists to have access through the driveway between 6:00 a.m. to midnight, seven days a week. These access points will lead to the three loading stalls and the ramp down to the basement parking areas (Levels B1 and B2).
  - Another driveway off of Sheridan Street to lead directly up to the ramp to the residential and guest parking areas, port cochere, and residential lobby on Level 2.
  - A two-way driveway off of Cedar Street to provide access to the 135 bicycle parking spaces (113 residential for residential use and 22 for guest use) and 15 parking stalls for the commercial uses.
  - Public open spaces to include benches, water features, improved sidewalks widened from five feet to ten feet, and landscaping.
  - The removal of existing trees along Sheridan Street and the installation of new trees along that street frontage.

See Exhibits B-4, E-3, E-4, and F-2 through F-4.

- On Level 2, the Applicant proposes:
  - 26 guest parking stalls, 26 residential parking stalls, and 22 residential bicycle parking spaces.
  - A security room and lobby, including elevators and a mail room, leading to the port cochere.

See Exhibit B-5.

- On Levels 3 through 5, the Applicant proposes:

- A total of 192 residential parking stalls that will include 84 standard-sized parking stalls, 96 compact-sized parking stalls, 6 tandem compact-sized parking stalls, and 6 handicap accessible parking stalls.
- A total of 42 residential bicycle parking spaces.

See Exhibit B-6.

- On Level 6, the Applicant proposes:

- A podium roof garden that will include a residential pool, shade trees, planters, cabanas, seating, a wood deck, private decks, event lawn, tot lot playground, barbecue grills, and miniature putting green.
- A multi-purpose room, lounge with kitchen, gym, sauna, restrooms, theater, meeting room, lobby, and manager's office.
- Four dwelling units, including a 982-square-foot two-bedroom unit for the on-site manager, two 659-square-foot one-bedroom units, and a 788-square-foot two-bedroom unit.

See Exhibits B-6 and F-1.

- On Levels 7 through 26, the Applicant proposes a total of 160 units that will include:
  - 60 one-bedroom units (659 square feet plus a balcony).
  - 80 two-bedroom units (ranging from 788 to 982 square feet plus balconies).
  - 20 three-bedroom units (1,528 square feet plus a balcony).

See Exhibits B-8 through B-14.

- The tower roof (Level 26) will include a garden and terrace for use by the tower residents. There will be photovoltaic panels placed near the garden.

See Exhibit B-15.

- The Applicant proposes to place sharrows along Sheridan Street. See Exhibit E-2.

The renderings and conceptual images of the structure are included as Exhibits B-2 through F-4.

- C. IPD-T Requests: The Project seeks to modify the underlying zoning height limit, density [floor area ratio (FAR)], street and yard setbacks, building area, and landscaping requirements through this IPD-T Permit. The current height limit for the site is 150 feet. The Applicant seeks to exceed this by 100 feet, for an overall height of 250 feet. The height designated for the site in the Ala Moana Neighborhood Transit-Oriented Development (TOD) Plan, Draft Final Plan ("TOD Plan"), dated June 2016, is 250 feet. See Exhibits B-16 through B-21.

The current maximum density that could be achieved on the split-zoned site is an FAR of 3.11. Therefore, the combined maximum floor area permitted by the underlying zoning districts is 123,183 square feet. The Applicant seeks an FAR of 5.0, or 197,597 square feet, which is the proposed maximum in the TOD Plan. This is 74,414 square feet more than the existing maximum permitted floor area.

The subject site has two street frontages: Cedar Street and Sheridan Street. A portion of the building along Sheridan Street encroaches into the street setback (building height as measured from the street centerline). The Applicant is seeking to encroach into the street setback by 826,000 cubic feet. See Exhibit B-16.

Ten foot side and rear yard setbacks are required in the A-2 Medium-Density Apartment District. The Applicant proposes to encroach entirely into the side/rear yard along the southern portion of the site that is in the A-2 Medium-Density Apartment District. See Exhibit B-4.

The Project site, which is made up of three zoning lots, has a combined lot size of 39,520 square feet. The Land Use Ordinance (LUO) allows a maximum building area of 60 percent, or 3,534 square feet, for the 5,890-square-foot A-2 Medium-Density Apartment District portion of the site. The Applicant proposes a building area of approximately 4,200 square feet, which is 666 square feet more than normally allowed by the LUO. See Exhibits A-2 and B-7.

The LUO requires landscaping along the front yards (except for necessary walkways) on lots zoned BMX-3. Landscaping within the front yard is not provided along Sheridan Street. However, the Applicant proposes to place landscaping (planters) close to the curb within the public right-of-way. See Exhibit B-4.

- D. Proposed Community Benefits: To achieve the increase in density and height and flexibility in development standards, the Applicant proposed to include community benefits in the Project. Their proposed community benefits (which will be discussed and analyzed later in the report) include:
1. Two options for affordable housing. The first option includes the provision of one-, two-, and three-bedroom 33 units (20 percent of the total units) for sale, with 50 percent being provided at 100 percent area median income (AMI) and 50 percent being provided at 120 percent AMI. The second option is to contribute \$500,000 to a fund for affordable housing.
  2. A publicly-accessible driveway through the ground floor of the building that connects Sheridan Street and Cedar Street, and aligns with the existing curb cut across Sheridan Street onto Walmart/Sam's Club property.
  3. Sidewalks widened from five feet wide to ten feet wide along Sheridan Street.
  4. Bicycle sharrows in both direction along Sheridan Street.
  5. Ten bikeshare stalls and 76 bicycle parking stalls more than the TOD Plan recommends.

6. Landscaping along Sheridan and Cedar Streets, new shade street trees along Sheridan Street, benches, public open spaces, and additional hardscape, including outdoor dining tables and seats.
7. Community room available to the public on a first-come, first-served reservation basis and free of charge.

## II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

- A. Description of the Site/Surrounding Uses: The site consists of three parcels with a total lot size of 39,520 square feet. The irregularly-shaped site is flat and is developed with one- and two- story structures that were built more than 50 years ago. The current uses on the site include an automobile rental and repair establishment, retail, office, and personal services. See Exhibit B-1. The site is split zoned between the A-2 Medium-Density Apartment and BMX-3 Community Business Mixed Use Districts. The site is also in the State Land Use Urban District. Access to the site will be from existing driveways off of Cedar Street and two new driveways off of Sheridan Street.

The site is bounded by Sheridan Street to the east, where there are retail uses (including Wal-Mart and Sam's Club), offices, restaurants, and bars to the south. The site is adjacent to Cedar Street and multi-family dwelling units to the north, with additional multi-family dwelling units to the west. The Sheridan Community Park and the Piikoi-Rycroft Mini Park is less than half a mile northwest of the subject property. Within the immediate vicinity of the Project site, the structures do not exceed three stories. There are several tall buildings in the greater area, including the Moana Pacific condominium building, which is approximately 422 feet.

Street parking is permitted on both sides of Sheridan Street. However, on Cedar Street, no parking is permitted within the block of the Project site. The Project site has access to Cedar Street via a driveway in the cul-de-sac, and currently has access to Sheridan Street from three other existing driveways. Also, there are existing street trees along Sheridan Street.

- B. Environmental Site History: The site has previously been used as an automobile repair shop, a dry cleaning facility, and a welding facility. Two storage tanks to hold solvents and diesel were closed and removed from the ground in 1991 and a 500-gallon tank, which held unidentified material remains on the site. A possible fourth tank remains on site. It is unclear at this time if both or one tank was closed and removed. In 1991, the soil was sampled and diesel contamination was identified. The contaminated soil was wrapped in plastic and replaced in the excavation pit. In 2005, degraded products of the dry cleaning solvent was detected at a concentration greater than the Department of Health Tier 1 Environmental Action Levels. Between 2008 and 2009, concentration of the dry cleaning solvent were reduced but not removed.
- C. Other Permits/Approvals Required: Permits required by the City and County of Honolulu include: Major Special District, Surface Encroachment Variance, Sewer Connection,

Park Dedication, Construction Plan Approval, Demolition, Trenching and Drain Connection Permits, Grading, Building, and Street Usage Permits. The Project will also require subdivision approval to designate easements for public utilities, access, and/or sidewalks. Approvals required by the State include an archaeological inventory survey plan, National Pollutant Discharge Elimination System Permit, Construction Noise Permit, and Clean Air Permit.

- D. Environmental Review, Chapter 343, Hawaii Revised Statutes (HRS): The Project is not subject to an assessment under Chapter 343, HRS, the State Environmental Impact Law. The Project is also not within the Special Management Area.
- E. Flood District: According to the Flood Insurance Rate Maps, Panel No. 0362G, dated January 19, 2011, the site is in Zone X with a base flood elevation of five feet (see Exhibit A-3). Zone X is outside of the 0.2 percent annual chance (or 500-year) flood. Compliance with the flood hazard ordinance is required prior to the issuance of building permits.

F. Public Agency and Community Comments:

1. Notifications and request for comments: The Department of Planning and Permitting (DPP) requested comments from the City and County of Honolulu Board of Water Supply (BWS), Department of Environmental Services (ENV), Department of Facilities Maintenance (DFM), Honolulu Fire Department (HFD), Honolulu Police Department (HPD), Department of Design and Construction (DDC), Department of Parks and Recreation (DPR), Department of Transportation Services (DTS), and Honolulu Authority for Rapid Transit (HART). Comments were received from the DTS, HPD, HFD, BWS, DPR, and HART.

Comments were also requested from the State of Hawaii Department of Land and Natural Resources – Historic Preservation Division (DLNR-SHPD), Department of Education (DOE), Department of Health (DOH), Office of Hawaiian Affairs (OHA), Office of Planning (OP), and Department of Transportation (DOT). Comments were received from the OP, OHA, and DOE.

Note: Major agency comments are contained in the analysis section.

Pursuant to LUO Section 21-2.110-2, the Applicant is required to provide notification to adjoining owners of the site Project about the presentation to the Neighborhood Board (NB). The Applicant submitted an affidavit confirming that the notification requirement was met.

Upon acceptance of the application for processing, informational notices were sent to landowners within 300 feet of the subject property, which included associations of apartment owners and businesses, elected officials from the area, community organizations, and the news media. Copies of the application materials were also provided to the Ala Moana/Kakaako NB No. 11, the Moiliili/McCully Public Library, the Hawaii State Public Library, and the Ala Moana Satellite City Hall.



2. Ala Moana/Kakaako NB No. 11: On May 24, 2016, the Applicant and Agent made a presentation to the NB for the Project. Board members expressed interest and concerns regarding the existing fuel tanks, traffic, access, and pet-friendliness of the units. The Board took no position on the proposal.
3. Written Testimony: On August 4 and September 1, 2016, the DPP received letters from the public expressing concerns about the Project related to traffic and access, and requested that an archeological inventory survey be completed.
4. Public Hearing Testimony: A Public Hearing was held on September 1, 2016, at the Mission Memorial Auditorium at 10:30 a.m. Approximately 22 individuals attended the Public Hearing. This included about 6 representatives of the Applicant, 9 members of the DPP staff, and 7 members of the public or representatives of other agencies.

After a brief project overview by the DPP staff person, the Agent provided additional information about the Project. Oral testimony was received from three members of the public, including one DPP staff member who testified as an individual during her own personal non-work time. The testifiers supported the proposal, but expressed concerns about traffic on and access to Cedar Street, garbage trucks that must currently turn around in the Cedar Street cul-de-sac, the relative usefulness of the community room, the design of the portion of the podium that will face residential neighbors, and homelessness in the neighborhood.

During the Public Hearing, the DPP asked the Applicant whether they have a completed Construction Management Plan (CMP), Traffic Management Plan (TMP), and a Traffic Impact Analysis Report (TIAR). The Applicant stated that an outline of a TMP was provided with the application and that if additional information and plans are required, they will supply the necessary information to the DPP.

The hearings officer also asked whether the ENV was consulted to comment on the use of the private driveway for City vehicles, regarding garbage trucks. Also, the Applicant was asked whether an easement will be created for the driveway such that the public may access the driveway at all hours of the day. The Applicant stated that the ENV had not been contacted and that they would consider either an easement or restrictive covenant for the driveway, if necessary.

### III. ANALYSIS

The proposed development was reviewed in accordance with LUO Section 21-9.100-5, relating to the TOD and IPD-T Permit Projects.

- A. Eligibility: The zoning lots that comprise the Project site meet the eligibility standards and qualify for an IPD-T Permit because the site is:
- Within one-half mile of the proposed transit station,

- Greater than 20,000 square feet,
- Under single ownership,
- Entirely within the State Land Use Urban District, and
- In the BMX-3 Community Business Mixed Use and A-2 Medium-Density Apartment Districts.

The site is also shown on maps and figures in the TOD Plan as being within the future TOD Special District for the area.

- B. Use Regulations: The proposed uses for the site, including multi-family dwelling units, and eating and drinking establishments, are permitted in the BMX-3 Community Business Mixed Use and A-2 Medium-Density Apartment District. The proposed commercial activities are entirely in the BMX-3-zoned portion of the lot and the structures and uses proposed in the A-2-zoned portion are all related to the proposed multi-family dwelling use. To encourage active use of the ground floor, the Applicant will provide ground floor commercial uses, outdoor dining areas, public vehicular and pedestrian access through a private driveway, and benches and shade trees.
- C. Technical Analysis: Under the IPD-T Permit option, flexibility may be provided for density, building area, height, transitional height setbacks, yards, open space, and landscaping, if it can be demonstrated that the modification or reduction accomplishes a Project design consistent with the goals and objectives of TOD and the requests are commensurate with the contributions provided in the Project plan. The Applicant is seeking flexibility to exceed the allowable density, building height limit, street centerline height setback, yards, building area, and landscaping. Community benefits commensurate to these requests are required before receiving City Council approval of the conceptual plan. When the site development standards are subjected to modifications or reductions, they are to be for the purpose of accomplishing a project design consistent with the goals and objectives of TOD.
1. Density: The Applicant seeks an FAR of 5.0 or 197,600 square feet. This constitutes a density bonus equal to about 74,414 square feet. The TOD Plan specifies a maximum FAR of 5.0 for this site, which is consistent with the Applicant's proposal.  
  
Based on density allowances for split-zoned lots, the maximum allowable floor area that would be allowed on the site—by right is 123,823 square feet or an FAR of 3.11. (This is derived from the formula found in LUO Section 21-4.50(c) and the maximum FAR of 3.5 in the BMX-3 District and 0.93 in the A-2 District.)
  2. Height: The existing height limit for the site is 150 feet. The IPD-T provisions allow a maximum height limit of 250 feet, as specified in the TOD Plan. The Applicant is requesting to exceed the height limit by 100 feet for a maximum height of 250 feet. This would result in 11 additional floors that would allow for 88 dwelling units (33 one-bedroom, 44 two-bedroom, and 11 three-bedroom units). See Exhibits B-18 and B-21.  
  
In accordance with LUO Section 21-4.60(c)(1) and (8), necessary rooftop mechanical appurtenances, utilitarian and architectural features, and energy

saving devices may exceed the height limit regulations by up to 18 feet. The current plan for the rooftop deck has several elements that exceed 250 feet and do not comply with these requirements. Currently, photovoltaic (PV) panels, elevator lifts, other mechanical equipment, and an extensive trellis exceed the height. If the request to increase the height limit to 250 feet is granted, the PV panels will be limited to a height limit of 255 feet, and the elevator lifts and other mechanical equipment will be limited to 268 feet. The Applicant will have to revise the plans to show that the portions of the development that exceed 250 feet comply with the LUO. This should be required as a condition of approval.

3. Height Setbacks: The IPD-T Permit allows street centerline height setbacks to be modified from the standard LUO requirements where adjacent uses and street character will not be adversely affected. Because the BMX-3-zoned portion of the subject site has street frontage along Sheridan Street, the street centerline height setback is severely restrictive and prevents the building from achieving a reasonable building volume below the 106-foot height limit. The Applicant requests to encroach into the height setback by approximately 826,000 cubic feet. See Exhibit B-16 and B-17.

The Applicant's request to modify the street centerline height setback is acceptable to the DPP because strict adherence to the height setback would not allow the structure to reach the height specified in the plan. Furthermore, the height setback would push the building massing away from Sheridan Street, which is in conflict with the goals and objectives of the TOD Plan. Therefore, modifying the street centerline height setback is appropriate for the site.

4. Yards: The Applicant seeks to encroach 10 feet into the required side/rear yard setback on the portion of the site zoned A-2 Medium-Density Apartment. The request would result in a 1,200-square-foot encroachment in a portion of the site adjacent to another site in the BMX-3 Community Business Mixed Use District. The TOD Plan proposed zoning for this portion of the site is BMX-3 Community Business Mixed Use District. Under that zoning district in the TOD Plan, no side yard setback and a 10-foot rear yard setback would be required in that location. The Applicant is maintaining a 10-foot yard where the site borders existing A-2 zoned properties. Therefore, this request is consistent with the TOD Plan.

Except for driveways and walkways, five-foot front yards are provided along all streets. Front yards are provided with landscaping except along Sheridan Street. The Applicant proposes to place the landscaping close to the curb within the public right-of-way. There will be planters for the shade street trees and landscaping with spaces between the landscape strips for paved connection to the road. This proposed relocation is appropriate for a TOD project because it encourages pedestrians to walk closer to the building, it creates a safe buffer between the sidewalk and street, and creates a larger area for the large number of pedestrians anticipated at and around the site.

A surface encroachment variance will be required to permit the proposed nonstandard improvements within the City right-of-way (planters, landscaping). A sidewalk variance will be required to permit the nonstandard sidewalk finish (pavers).

5. Building Area: The maximum LUO building area for the 5,890-square-foot portion of the site zoned A-2 Medium-Density Apartment District is 3,534 square feet. Based on the Applicant's plans, the proposed building area in this portion of the site is approximately 4,200 square feet or 666 square feet over the maximum permitted building area.
6. Open Space and Landscaping: Based on the configuration of the site, a large gathering space or plaza will not be provided, but the open-air areas at the ground floor will provide places for the community and residents to gather. According to LUO Section 21-9.100-5(d)(5)(A), open space in TOD areas should be designed with a preference for publicly accessible, highly usable parks and gathering spaces rather than buffering or unusable landscaped areas. The Applicant's plan involves outdoor open and arcade space primarily along the Sheridan Street frontage, so it is very linear and follows along the building face, with portions being designated for outdoor dining. The open spaces along the Cedar Street frontage will be landscaped, but are not designed as gathering spaces for large groups.

The proposed garden on the podium roof of the sixth floor provides open-air recreation and private gathering spaces for the residents. See Exhibits B-7 and F-1. This area will likely qualify for the park dedication requirements. The Project will be subject to the park dedication requirements and will be reviewed by the DPP Subdivision Branch at the appropriate time.

Sheridan Street is identified as a "green street" in the Neighborhood TOD Plan, and street improvements, including street trees, landscaping, and permeable pavings, are encouraged. The Applicant proposes to place street trees along Sheridan Street. See Exhibit F-1. However, the proposed Queen Palm tree is not an acceptable street tree because it does not provide adequate shade. Therefore, as a condition of approval, the landscape plans should be revised to show an appropriate shade tree in those locations.

7. Parking and Loading: The off-street parking requirements and provision are summarized in the following table:

Use	LUO Parking Standards	# of Units/ Floor Area (square feet [sq. ft.])	Required Parking Stalls (LUO)	No. of Loading Stalls
<b>Multifamily dwelling units by bedroom (bdrm):</b>				
One-bdrm (600- 800 sq. ft.)	1.5 stalls per unit	62	93	2
Two-bdrm (600- 800 sq. ft.)	1.5 stalls per unit	21	31.5	
Two-bdrm (>800 sq. ft.)	2 stalls per unit	61	122	
Three-bdrm (>800 sq. ft.)	2 stalls per unit	20	40	
Guest Parking	1 stall per 10 units	164	16.4	-
Eating and Drinking Establishments	1 stall per 400 sq. ft.	7,528	18.82	1
Outdoor Dining	1 stall per 400 sq. ft.	1,895	4.74	
<b>Total LUO Parking Requirement</b>			<b>326.46</b>	<b>3</b>
<b>Total TOD Plan Parking Requirement (reduced at least 50 percent)</b>			<b>163 (163.23)</b>	<b>-</b>
<b>Total Parking/Loading Stalls Provided</b>			<b>329</b>	<b>3</b>

Under the provisions of the LUO, the Project would require 326 off-street parking stalls and 3 loading stalls. The Applicant is proposing to provide 329 off-street parking stalls and 3 loading stalls. The plans show the parking stalls located on basement Levels B1 and B2 and Levels 1 through 5 of the tower. Retail parking is proposed on the two basement levels and the ground floor, while resident and guest parking will be on Levels 2 through 5.

The TOD Plan recommends reducing the LUO parking requirement by half. Based on the TOD Plan, the recommended off-street parking requirement is 163 parking stalls. The Applicant's provision of a greater number of parking stalls does not meet the goals and objectives of the TOD Plan. Specifically, the proposed parking does not encourage the use of alternate modes of transportation, and may have a detrimental impact on the surrounding roads, which the Applicant has not proposed to widen or increase capacity. The DPP is not supportive of measures that increase capacity for vehicles because they are counter to the goals and objectives of TOD.

The DPP supports development that will encourage mass transit ridership, relieve traffic congestion, and improve pedestrian access. If the Applicant provides the greater level of parking, it will not meet these goals as more vehicles will be brought into the neighborhood, causing more wear and tear to the roads and more vehicular congestion. The DPP encourages policies that will reduce the number of automobiles per household in the areas immediately surrounding the rail

station. Furthermore, although completion of the rail is still some years away, the Ala Moana neighborhood is already highly serviced by public transportation.

To justify the greater heights and density, while also protecting the existing traffic-related infrastructure, a reduction in the number of parking stalls should be a condition of approval. The DPP recommends that no more than 251 off-street parking stalls be provided on site. [That is, 1.25 parking spaces for every residential unit (205), plus guest parking (16), plus the number of required parking in the LUO for the eating and drinking establishments (19), outdoor dining (5), and Americans with Disabilities Act (ADA) stalls (6).]

Unbundling the parking from the sale of condominium units should also be considered. This would allow buyers that do not wish to purchase a parking space to purchase the dwelling unit alone, while additional parking spaces may be purchased by those buyers that desire more. This also supports affordability of the units.

Pursuant to LUO Section 21-9.100-5(d)(7)(B), service areas and loading spaces shall be located at the side or rear of the site unless the size and configuration of the site renders this infeasible. The loading stalls identified on the plans are accessible from the private driveway on the ground floor, screened from view, and will be accessible from Cedar and Sheridan Streets. However, all loading and parking areas should be designed such that vehicles enter and exit in a forward-facing manner. Based on the plans, this may not be possible for the loading spaces. Therefore, the Applicant should revise the parking plan to meet this requirement.

8. Bicycle Parking: The bicycle parking requirements and provision are summarized in the following table:

Use	TOD Plan Bicycle Parking Standards	Floor Area (square feet [sq. ft.])	Required Bicycle Spaces (TOD)
Multifamily dwellings (164 units)	1 per 1,600 sq. ft.	190,069 sq. ft.	118.79
Eating and Drinking Establishments	1 stall per 2,400 sq. ft.	7,528	3.13
Outdoor Dining	1 stall per 2,400 sq. ft.	1,895	.79
<b>Total TOD Bicycle Space Requirement</b>			<b>123 (122.71)</b>
<b>Total Bicycle Spaces Provided (including 10 bikeshare spaces)</b>			<b>209</b>

The Neighborhood TOD Plan requires a total of 123 bicycle parking spaces for the proposed uses on the site; 209 bicycle parking spaces will be provided, which meets this requirement. The Applicant proposes to place 145 bicycle parking spaces on the ground level, 22 bicycle parking spaces on Level 2, and 42 bicycle parking spaces on Levels 3 through 5. These spaces will be for residents and

guest use and will meet the provisions of long-term bicycle parking as stated in LUO Section 21-9.100-5(d)(8)(B) because the bicycle parking spaces will be enclosed, secured, and covered.

However, the location of some of the short-term bicycle parking spaces do not meet the TOD Plan recommendations. Short-term bicycle parking spaces should be located near the building entrances and commercial uses. Ideally, the short-term bicycle parking stalls should be within 100 feet from the commercial entrances. Therefore, some of the 145 bicycle parking spaces should be relocated near the entrances of the restaurants and community room for use as short-term spaces.

The plans for Levels 2 through 5 identify approximately six spaces on each level that may not be easily accessible and visible from the residential elevators. Section 21-9.100-5(d)(8)(D) requires bicycle parking spaces to have at least five feet of clearance between the bicycle and vehicle parking spaces. Each bicycle must be easily reached and movable without moving another bicycle. Therefore, as a condition of approval, the Applicant should be required to provide a detailed bicycle parking plan that relocates these bicycle parking spaces elsewhere on the site and designates a direct, marked walking route between the residential elevators and the residential bike parking.

The Applicant also proposes to install a bikeshare station on the site to be included in the Bikeshare Hawaii's bicycle network. The proposed bikeshare station with 10 stalls is placed on the exterior of the building on the ground floor along the side/rear yard, near Cedar Street. This location is unacceptable as it is not clearly visible to the public and may not be accessible. The Applicant should be required to coordinate with Bikeshare Hawaii to design and locate the bikeshare station in an area along Sheridan Street that it is easily accessible, safe, does not impede pedestrians, and can utilize solar energy. Once the design is completed, the Applicant should be required to construct the sidewalks and hardscape, install the bikeshare station, and cover cost of equipment and maintenance. This should be required as a condition of approval.

9. Signage: Exhibit B-4 identifies a new ground sign facing Sheridan Street; no other signs were identified on the site. The Applicant had not submitted a signage plan at the time of this application. The business signage, directories, and identification signs may all be designed and proposed at a later date. All signage must comply with the LUO sign regulations enumerated in Article 7. If the Applicant chooses to seek greater allowances than the code normally allows, this may be achieved by the approval of a Zoning Adjustment for a Sign Master Plan.

LUO Section 21-9.100-5(c)(9)(B) requires TOD-related wayfinding signage to be included in the plan. The Applicant should be required to develop effective wayfinding signage to guide users of the site to the rail station, bus stops, taxi stands, bicycle racks, regional attractions, public parks, on-site public gathering spaces, and significant cultural sites in the area. A revised plan showing signage, including wayfinding signage, should be submitted to the DPP prior to the

issuance of building permits. In addition, similar attention should be given to Cedar Street in regards to the streetscape design, including wayfinding signage.

D. Other Development Considerations:

1. Traffic and Maneuverability: The Project site has primary access on Sheridan Street and secondary access on Cedar Street. Based on the initial TIAR, dated February 9, 2016, the Project is not anticipated to have significant traffic impacts at major intersections near the site. The Applicant proposes to implement several traffic-calming and pedestrian safety measures, including:
  - A new private driveway, accessible to the public and utility vehicles, to connect Sheridan Street and Cedar Street;
  - New pedestrian and bicycle paths throughout the site and along the private driveway;
  - Mixed vehicular and pedestrian pavers along the entire length of the new private driveway;
  - A 24-inch median with accent features along a portion of the private driveway;
  - The alignment of the private driveway on site to the existing private driveway across Sheridan Street;
  - Wider sidewalks that expand into the property along Sheridan Street;
  - The addition of sharrows in both directions along the entire length of Sheridan Street, from King Street to Kapiolani Boulevard; and
  - The construction of a new bikeshare station.

The DTS and the DPP's Traffic Review Branch (TRB) and Civil Engineering Branch (CEB) submitted substantive comments related to traffic and pedestrians at the Project site that are summarized below.

- a. Transportation Planning: The Applicant should be required to create a time line with anticipated dates for obtaining major building permits for demolition and construction work, including the date of occupancy. This will also identify when a CMP, TMP, and updates to or validation of the findings of the TIAR should be submitted for review and approval. Further, the TIAR, dated February 5, 2016, was based on allowing only pedestrians, bicyclists, restaurant patrons, residents, and resident guests to utilize the private driveway. Therefore, updates to the TIAR must reflect the changes to the Project.

The CMP should:

- Identify the type, frequency, and routing of heavy trucks and construction related vehicles, and provide remedial measures, as necessary. Every effort must be made to minimize impacts from these vehicles and related construction activities;
- Identify and limit vehicular activity related to construction outside the peak periods of traffic, utilizing alternate routes for heavy trucks,



provisions for on-site or off-site staging areas for construction workers and vehicles;

- Identify various mitigation measures related to traffic and construction-related impacts to the neighborhood;
- Include preliminary or conceptual traffic control plans; and
- Include the condition of roadways prior to the start of construction activities so that the existing roadway can be restored to its original or improved condition upon completion.

The TMP should:

- Include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by residents and employees;
- Include a Bicycle Circulation Plan; and
- Include a Pedestrian Circulation Plan to provide accessibility and connectivity to the surrounding public sidewalks. A determination of the effective sidewalk widths, taking into account Complete Streets initiatives, should be provided.

All access driveways to the Project site should be designed with the highest pedestrian and bicycle safety measures. Vehicular access points must be constructed as standard City dropped driveways. Any construction-related work that may require the temporary closure of any traffic lane on a City street will require a Street Usage Permit from the DTS. Also, the Applicant should coordinate construction schedules with other nearby properties that have planned developments to ensure minimal impact on City streets.

A post TIAR will be required approximately one year after the issuance of the Certificate of Occupancy to validate the traffic projections, distribution and assignment contained in the initial TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to this development, the Applicant should be required to implement these measures.

The Applicant proposes to widen the sidewalk into the property for a total sidewalk width of 10 feet along Sheridan Street. Also, the Applicant proposes to install painted sharrows on Sheridan Street. The sharrows should be provided on Sheridan Street in both directions, from King Street to Kapiolani Boulevard.

- b. Driveway Design: Cedar Street is narrow at approximately 16 feet wide. During the Public Hearing, issues about access and maneuverability by larger vehicles and garbage trucks at the Cedar Street cul-de-sac were identified. As a solution to this issue, the Applicant proposes to allow pedestrians, bicyclists, and public vehicles, including utility and garbage trucks, to access the private driveway between the hours of 6:00 a.m. to

midnight, daily. Utility vehicles that currently use Cedar Street will benefit from this driveway. Also, this will mitigate the issues regarding access for garbage trucks and large vehicles that may otherwise have to reverse out of Cedar Street or use a private driveway to turn around. However, restricting the use of the driveway to certain hours of the day would disallow some from utilizing the driveway and may adversely impact safety. Issues about access and maneuverability would continue to occur. The Applicant should allow the use of the driveway without a time restriction. Similarly, maintenance of accessibility through the site should be preserved through a restrictive covenant or similar mechanism. The covenant should ensure that the Applicant will maintain a safe and well-lit public pathway for use by pedestrians, bicyclists, and all types of vehicles, along the driveway for the life of the structure during all hours of the day. This should be a condition of approval.

The CEB recommends that the new driveway apron on Sheridan Street, close to Rycroft Street, locate at least two feet (measured from the edge of the flare) away from the catch basin. All improvement in the City right-of-way must be constructed to City standards. Also, the Project must comply with the prevailing storm water quality standards at the time the construction/grading plans are submitted for review and approval.

The TRB states that adequate vehicular sight distance should be maintained at all driveways for pedestrian and other vehicles. A safe and well-lit path for pedestrians, bicyclists, and drivers must be provided along the proposed driveway. This should be required as a condition of approval. Furthermore, driveway grades should not exceed 5 percent slopes for a minimum distance of 25 feet from the back of the designated pedestrian walkway.

2. Environmental Conditions: A Phase 1 Environmental Site Assessment (ESA) was performed on the site in accordance with the American Society of the International Association of Testing and Materials (ASTM) Standard Practice E1527-13. Based on information from the Applicant, the United States Environmental Protection Agency (EPA) determined that the ASTM E1527-13 standard is consistent with the requirements for conducting an All Appropriate Inquiry (AAI) and may be used to comply with the AAI regulations.

In the event of excavation, discharge of groundwater, and/or change in land use to residential, special handling of the contaminated soils is required. The Project proposal involves two levels of basement, which will require removal and disposal of the impacted soil and dewatering of the impacted groundwater on the site. Dewatering, soil removal and disposal must be conducted in accordance with DOH guidelines. This should be required as a condition of approval.

3. Archeological Conditions: The OHA commented that various unmarked burial sites have been discovered in the surrounding properties, including the Walmart/Sam's Club site across the street. The application did not include an Archeological Inventory Study (AIS). Since the Project will involve excavation of

the site, an AIS will be required prior to any excavation work to the site. Information about subsurface disturbance associated with the demolition be incorporated into the AIS. This will be a condition of approval.

4. Infrastructure:

- a. Water: The BWS commented that the existing water system is adequate to accommodate the proposed residential condominium development Project, based on data at the time the letter was written (August 22, 2016). The final decision on the availability of water will be confirmed when the building permit application is submitted for approval. When water is made available, the Applicant will be required to pay a Water Systems Facilities Charge for resource development, transmission, and daily storage. The BWS and OP recommended that water conservation measures, including low flow plumbing fixtures, utilization of nonpotable water for irrigation, cooling tower conductivity meters and water softening recycling systems, xeriscape landscaping, be implemented at the Project site.

The HFD commented that a water supply approved by the City, capable of supplying the required fire flow or fire protection must be provided to all premises upon which facilities or buildings are constructed. When any portion of the building is more than 150 feet from a water supply on a fire apparatus access road, on-site fire hydrants and mains capable of supplying the required fire flow must be provided when required by the authority having jurisdiction. This will be verified during the development and building permit phases when the civil drawings are routed to the HFD for review and approval.

- b. Wastewater: Sewer Connection Application No. 2016/SCA-0056 for the site was approved by the WWB on April 1, 2016. There is a municipal sewer line that crosses the Project site. The DPP's WWB recommends rerouting the sewer line around the proposed structures rather than building over the existing sewer lines. If, however, the existing sewer line is retained, the Applicant will have to provide a minimum 17-foot unobstructed area above the existing sewer line/easement. Approval to build over the municipal sewer line will need to be obtained from the ENV. This will be determined during the development permit stage.
- c. Drainage: Currently, storm water runoff surface flows along concrete gutters to existing catch basins located at the corner of Cedar and Rycroft Streets. The proposed increase in landscaping is significant and will help reduce storm water runoff from the development. While the drainage system will be dealt with at the time of building permits, the Applicant should be required to create an on-site system that can accommodate all of the Project site run-off, and preferably have excess space to collect additional drainage from the neighboring properties. The project will have to comply with the prevailing storm water quality standards at the time the construction/grading plans are submitted to the DPP's CEB for review. Compliance with all applicable drainage and storm water runoff

requirements from other government agencies will be confirmed during the review of related development permits and/or approvals.

- d. Utility and Other Public Services: The Applicant is encouraged to incorporate an on-site recycling program for bottles, cans, cardboard, paper, cooking oils, and kitchen waste. The waste generated by the demolition on the site should be recycled to the maximum extent feasible.
  - e. Fire: The HFD reviewed the proposal and recommended that fire department access roads and water supply must be provided as a condition of approval. Therefore, civil drawings must be submitted to the HFD for review and approval during the building permit review.
  - f. Security and Safety: The HPD recommended that the Applicant provide security controls at the Project site. Theft, especially of bicycles, continue to be a problem in the Ala Moana Neighborhood. Therefore, providing security and/or surveillance cameras that can produce an identifiable facial image is a condition of approval.
  - g. Schools: The public schools that serve the Project site are Kaahumanu Elementary School, Washington Middle School, and McKinley High School. The Applicant estimates that the Project will house 343 residents, which may add a total of 20 students (10 in elementary school, 5 in middle school, and 5 in high school). The DOE commented that the Project will have an impact on public school facilities in the area. The DOE is currently seeking approval to implement a school impact fee district for the area. Should this project fall within the implemented district, the Applicant will be subject to a calculated fee.
5. Building Transparency and Blank Wall Limits: The Applicant submitted renderings of the proposed tower showing solid blank white walls along the side of the building facing the side/rear yards and Cedar Street. These walls along Levels 1 through 5 will be of concrete material. The design of the podium walls is not in compliance with the TOD Plan. Blank walls are not visually interesting or desirable, and do not contribute to a comfortable pedestrian environment. In addition, testifiers during the Public Hearing noted the negative visual impact of the proposed large blank walls that will face the residential areas, and suggested that the visual impact of the wall be mitigated. Therefore, the Applicant should redesign the exterior walls that face the side and rear yards and Cedar Street to provide architectural relief and detail. This will be required as a condition of approval.
6. Mauka-Makai Orientation: The tower is oriented slightly in mauka-makai direction at an angle parallel with Sheridan Street. Given the constraints of the configuration of the lot and the adjoining zoning district, the Project is in relative compliance with the TOD Plan. A 100-foot distance between tall buildings should be maintained. In this particular instance, no tall buildings exist adjacent to the site. The tower, above the podium, is setback 15 feet from the right-of-way along the southern and southeastern property boundary lines facing Sheridan Street,

approximately 30 feet along the northern interior property boundary line, and greater than 50 feet along the western interior property boundary lines.

7. Public Views: The Applicant did not provide an analysis on the Project's impact on public views. The proposed tower will not create considerable impacts on any significant public views because the proposed tower will be located in a developed area where other towers (some greater than 250 feet) exist. Also, the site is not located near any significant views that were identified in the City's 1987 Coastal View Study and is not located along the shoreline.
  8. Shadow Study: The Applicant provided a shadow study, dated January 29, 2016, which included a supplemental study, dated April 25, 2016. The study shows that the tower is not expected to create an incremental difference in shadows for the surrounding neighborhood. The tower will not cast shadows on the Sheridan Community Park and the Piikoi-Rycroft Mini Park. Therefore, the additional height is unlikely to have significant adverse impacts on the surrounding area by creating new shadows.
  9. Wind Study: A wind study, dated December 9, 2015, was provided with the IPD-T Permit application. Based on the study, the orientation of the tower is a positive feature for wind control on Level 6 of the building. However, accelerating prevailing winds are anticipated around the building corners. Higher than desired and potentially uncomfortable wind activity is expected on some parts of the sidewalks on Sheridan Street. Wind speeds may be slightly higher than desirable for seated patrons and those standing at the commercial space entrances under the podium. Accordingly, the Applicant proposes a considerable amount of landscaping around the site. Placement of these landscaping features would greatly improve the conditions predicted. The Applicant stated that a wind tunnel test will be conducted at a later date to qualify the wind conditions and evaluate the effectiveness of the wind mitigation strategies. The Applicant should conduct and implement the recommendations of the wind study. This will be required as a condition of approval.
- E. Standards for Review. The highest degree of flexibility may be authorized by this permit for those projects which demonstrate:
1. The ability to positively contribute to the economic enhancement of the affected area, particularly with regard to providing a broad mix of uses and diverse employment opportunities. The Project will provide a mix of residential and commercial uses, which will create jobs. It is anticipated that the Project will provide a range of employment opportunities. During the construction phase of the development, employment opportunities will be available, including construction managers and contractors. Upon completion of the Project, employment opportunities, including parking attendants, security personnel, ground keeping, an on-site manager, restaurant management, and food industry workers, will be available on the site. Although the commercial activity on the site is not extensive, the Project meets this standard for review.

2. **The provision of measures and facilities to promote a highly functioning, safe, inter-connected, multi-modal circulation system, supporting easy access to, and effective use of the transit system on a pedestrian scale.**  
The proposed development is approximately a quarter mile from the proposed rail station. The Applicant is providing features that promote multi-modal circulation in the area. The Applicant proposes a new bikeshare station, on-site bicycle parking, enhanced and widened sidewalks, sharrows along the entire length of Sheridan Street, and a new driveway connecting Sheridan and Cedar Streets that is publicly-accessible. The new driveway can provide a shorter or more direct route to the rail station for residents along Cedar Street and the mauka areas of the Ala Moana neighborhood. The Project can be further improved with a refined bicycle parking plan with short-term bicycle parking near the commercial entrances and the bikeshare station located along Sheridan Street, or in the location recommended by Bike Share Hawaii. These Project elements will promote multi-modal circulation.
3. **The provision of usable, safe, and highly accessible public accommodations, gathering spaces, pedestrian ways, bicycle facilities, and parks.** The Applicant is proposing to designate large areas to open space that meet the definition in the LUO or meet the recommendations in the TOD Plan along Sheridan and Cedar Streets. As previously stated, the outdoor open and arcade spaces along Sheridan Street frontage are very linear and follow along the building face, with portions being designated for outdoor dining. Most of these spaces appear to be highly accessible, but the open space area near the northern driveway along Sheridan Street appears to be an oddly-shaped space that may not be highly accessible to the public. The Applicant should be prepared to refine the design of the proposed open space to allow for easily accessible, usable, and safe open spaces during the Special District Permit. The Application will also provide benches, landscaping, and water features within the proposed open space areas along Sheridan Street. In addition, the recreation deck on Level 6 of the tower will become a highly utilized gathering space for the residents of the building.
- The Applicant proposes to provide a 390-square-foot community room facing Cedar Street. The community room should have large windows to allow for visibility in and out of the room.
- The Project could be further improved if wayfinding signage is incorporated into the Project design as previously discussed, such signage will increase safety, usability, and accessibility of the regional places of interest.
- The Applicant has designed the Project to provide publicly-accessible open spaces and accommodations for pedestrians and people on bicycles. Therefore, if the proposed conditions of approval are implemented, the proposal will meet this standard for review.

4. **An appropriate mix of housing and unit types, particularly affordable and/or rental housing; with qualifying affordable housing being located on the project site or within at least one-half-mile of the same identified transit station as the project site. "Affordable housing" means housing which is affordable to households earning up to 120 percent of the annual median income (AMI) for Oahu.** The proposed mixed-use project will provide 164 residential condominium units ranging from one-, two-, and three-bedroom dwelling units for sale. These units will range in size from 659 square feet to 1,528 square feet (not including lanais). Six-unit floor plans are provided on Exhibits B-9 through B-14. The three-bedroom units are highly desirable in the area because they are not commonly found in the neighborhood.

The Applicant provided two affordable housing options and would like the freedom to provide one or the other. Option One is to develop 33 on-site affordable housing units, which is 20 percent of the total residential units. Option Two is to contribute \$500,000 toward a monetary fund dedicated to the construction of affordable housing. Option One is the only acceptable option, because it would immediately meet the City's affordable housing goals. Option Two is unacceptable, because the proposed in-lieu fee is not at all comparable to directly providing 33 affordable units on site. The DPP highly recommends Option One be required as a condition of approval.

The Applicant proposes that the affordable units remain affordable for 30 years, which is the recommended period of time in the City's Draft Affordable Housing Strategy Plan, dated September 8, 2015. These units will be available for sale, with 50 percent being provided at 100 percent AMI and 50 percent being provided at 120 percent AMI. The Applicant proposes to locate these units on Levels 7 through 10. The DPP recommends that the Applicant also adjust the maintenance fees to reduce any financial hardship on the owners of the affordable units. If Option One is implemented, this Project will meet this standard for review.

5. **General consistency with the Ala Moana Neighborhood TOD Plan, Draft Final Plan, dated April 2016.** According to the TOD Division, the Project is generally compliant with the TOD Plan and City policies, with a few exceptions. The proposal is consistent with the height, density, and design recommendations of the TOD Plan, but the number of on-site parking spaces. Therefore, to be consistent with the TOD Plan, the Applicant should be required to reduce the number of off-street parking provided on the site to 251 spaces, as previously discussed.

- F. **Guidelines for Review and Approval of the Conceptual Plan:** In accordance with LUO Section 21-9.100-5(h), prior to the approval of a conceptual plan for an IPD-T Project, the City Council must find that the Project concept, as a unified plan, is in the general interest of the public. The Applicant presented several categories of community benefits some of which are and some of which are not primarily beneficial to the general public. The following sections will analyze the Applicant's proposed community benefits.

1. Community Benefits: Of the proposed public benefits offered, the following may be considered benefits in the general interest of the public:
  - a. Allowing the private driveway to be accessible to pedestrians, bicyclists, and motorists, including utility vehicles, is a community benefit. The publicly-accessible private driveway allows pedestrians and bicyclists a shorter and more direct route to the proposed rail station. It also eliminates vehicles, including garbage trucks, from backing out of the Cedar Street cul-de-sac. As previously stated, a mechanism, such as restrictive covenant or easement, should be implemented to allow the private driveway to remain accessible to the public for the life of the structure and to require the Applicant to maintain the driveway. The proposed private driveway is a valuable community benefit for the neighborhood.
  - b. The 33 affordable on-site housing units are for sale, with 50 percent being provided at 100 percent Area Median Income (AMI) or below and 50 percent being between 100 percent and 120 percent AMI is considered a community benefit. The need for affordable housing is well-documented. Providing 33 affordable one-, two-, and three-bedroom units will provide relief to the high cost of housing in the Ala Moana neighborhood.
  - c. A new bikeshare station for 10 bicycle spaces located in a visible and convenient location and painted sharrows along both directions of Sheridan Street are community benefits because the bikeshare stalls and sharrows will encourage multi-modal access to the site. However, as previously stated, it is recommended that the bikeshare station be relocated along Sheridan Street.
  - d. A new community room that will be available to the community on a first-come, first-served basis and for no fee is a community benefit because it provides an indoor gathering space to residents of the neighborhood. It can be an ideal space to conduct educational or training classes, or even throw birthday parties. Also, as previously stated, it would be an even greater benefit if it is located in a visible with transparent windows along Cedar Street.
2. Non-Community Benefits: Of the Applicant's proposed community benefits, the following are critical components of the Project, but are not considered community benefits because they would normally be required as a condition of a development of this scale:
  - a. Wide sidewalks, new street trees, landscaping along Sheridan and Cedar Streets, benches and outdoor dining are not considered community benefits. These features provide for good site design and would have been provided for in any other project of this size. Further, widening the sidewalk would have been required to adequately accommodate the anticipated increase in pedestrian traffic. Street trees and landscaping would also be required for this type of development. Outdoor dining is not



considered to be a benefit to the community because it will serve the patrons of the restaurant. Further, the outdoor dining area may only be available during the operating hours of the restaurants.

- b. Alignment of the new private driveway with the existing curb cut across Sheridan Street is not considered a community benefit as it would have been required for any project with this design. Any traffic improvements that only mitigate the direct impact of the development cannot be considered community benefits in that all developments are required to ensure that the level of traffic and pedestrian maneuverability in the immediate area are not diminished upon completion of the Project. Therefore, only those traffic improvements that increase the level of service beyond what is required can be considered community benefits.

The requested Project boundaries and requested flexibility with respect to development standards and use regulations are consistent with the objectives of TOD and the provisions enumerated in Section 21-9.100-4. Also, the requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed.

We have addressed each of the standards for review and each of the proposed community benefits individually to determine the best ways for the Project to meet the goals and objectives of the TOD. Accordingly, if the Applicant complies with the recommended conditions of approval, then the requested flexibility in the unified Project concept is commensurate with the community benefits proposed. Therefore, the DPP recommends approval of the conceptual Project plan, subject to conditions of approval.

#### IV. CONCLUSIONS OF LAW

Based on the foregoing Findings, the Director has made the following conclusions:

- A. The Project concept, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public;
- B. The requested Project boundaries and requested flexibility with respect to development standards are consistent with the objectives of TOD and the provisions enumerated in Section 21-9.100-4; and
- C. Upon implementation of the conditions of approval, the requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed.

## V. RECOMMENDATIONS

Based on the Analysis and Conclusions, the Director of the Department of Planning and Permitting (DPP) hereby recommends the Interim Planned Development–Transit application for Hawaii City Plaza Condominium Development be APPROVED, subject to the following conditions:

- A. The maximum permitted floor area ratio (FAR) for the Hawaii City Plaza Condominium Development shall be 5.0, or 197,600 square feet.
- B. The maximum height of the Project shall be 250 feet.
- C. No more than 251 off-street parking stalls shall be provided on the site.
- D. The Project may encroach into the street and yard setbacks and exceed the maximum building area as shown on the approved conceptual plans and drawings attached hereto as Exhibits B-2 through F-4.
- E. Rooftop structures shall conform to Land Use Ordinance (LUO) Section 21-4.60(c). The plans shall be revised to show all proposed rooftop elements comply with this section.
- F. The Application shall provide 20 percent of all units or 33 dwelling units, whichever is greater, as affordable housing units. The units for sale, with 50 percent being provided at 100 percent Area Median Income (AMI) and 50 percent being provided between 100 percent and 120 percent AMI, and shall remain affordable for a minimum of 30 years from the time the Certificate of Occupancy (CO) is issued.
- G. Landscaping shall not be required in the five-foot front yard, provided site landscaping is installed pursuant to an approved landscape plan.
- H. The Applicant shall provide a safe, well-lit, paved pedestrian, bicyclist, and vehicular pathway along the private driveway.
- I. Any dewatering and soil removal and disposal shall be conducted in accordance with the Department of Health guidelines.
- J. Prior to issuance of the CO, the Applicant shall provide safety measures around the building and garage, such as security service and a camera surveillance system that can produce a readable image of the vehicle's license plate and identifiable facial images to aid in the investigation of criminal activities that may occur on the site. The Applicant shall submit photos to the Land Use Permit Division (LUPD) as proof of installation.
- K. An archaeological inventory survey shall be completed and submitted to the Department of Land and Natural Resources – State Historic Preservation Division (SHPD) for review and approval.
- L. In the event that subsurface historic resources, including human skeletal remains, structural remains, cultural deposits, artifacts, sand deposits, or sink holes are identified during the demolition and/or construction activities, all work shall cease in the immediate

vicinity of the find. The Applicant shall protect the find from additional disturbance and contact the SHPD immediately. Without any limitation to any other condition found herein, if any burials or archaeological or historic sites are discovered during the course of construction of the Project, all construction activity in the vicinity of the discovery shall stop until the issuance of an archaeological clearance from the SHPD that mitigation measures have been implemented to its satisfaction.

- M. Prior to approval of a building permit for demolition of existing structures, the Applicant shall provide the following:
1. A timeline or phasing plan of the anticipated dates to obtain major building permit(s) for demolition/construction work, including the projected date of occupancy, shall be prepared by the applicant in a format acceptable to the DPP. The time line should identify when the Construction Management Plan (CMP), the Traffic Management Plan (TMP), updates and/or validation to the findings of the initial Traffic Impact Analysis Report (TIAR) dated February 9, 2016 and off-site roadway work will be submitted for review and approval in relation to when approvals for construction plans, building and occupancy permits will be necessary. Typically, the CMP should be submitted for review and approval prior to the issuance of demolition/building permits for major construction work. The TMP or subsequent updates should be submitted and approved prior to the issuance of the (temporary) CO. A post TIAR, including supplemental studies or subsequent updates, should be submitted and approved approximately one year after the (temporary) CO. A new TIAR may be required if there is a significant change to the scope or timing of the major work items contained in the initial report.
  2. The CMP shall identify the type, frequency and routing of heavy trucks, and construction related vehicles. Every effort shall be made to minimize impacts from these vehicles and related construction activities. The CMP should identify and limit vehicular activity related to construction to periods outside of the peak periods of traffic, utilizing alternate routes for heavy trucks, provisions for either on-site or off-site staging areas for construction related workers and vehicles to limit the use of on-street parking around the Project site and other mitigation measures related to traffic and potential neighborhood impacts. Preliminary or conceptual traffic control plans should also be included in the CMP. The Applicant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as restriping, road resurfacing and/or reconstruction if the condition of the roadways has deteriorated as a result of the related construction activities.
  3. A TMP shall include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by residents and employees. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar TDM measures. A pedestrian and bicycle circulation plan should also be included to provide accessibility and connectivity to and along the surrounding public sidewalks and at street intersections, as it relates to complete streets initiatives. A post TMP will be required approximately

one year after the issuance of the certificate of occupancy to validate the relative effectiveness of the various TDM strategies identified in the initial report.

- N. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution and assignment contained in the initial TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to this development, the Applicant will be required to implement these measures. If the findings of the post TIAR is inconclusive, a follow-up study may be required within a year of this post study, as necessary.
- O. Construction plans for all work within or affecting public streets should be submitted for review and approval. Traffic control plans during construction should also be submitted for review and approval, as required. Vehicular access points shall be constructed as standard City dropped driveways. Adequate vehicular sight distance shall be provided and maintained at all driveways to pedestrians and other vehicles. Driveway grades shall not exceed 5 percent (5 percent) for a minimum distance of 25 feet from the back of the designated pedestrian walkway. The road cross-section along the frontage of the project on Sheridan Street shall remain consistent with the rest of the street. Entry gates and ticket dispensers should be recessed as far into the driveway as necessary to avoid any queuing onto public streets. All loading and parking areas shall be designed such that vehicles enter and exit, front first.
- P. Prior to the issuance of a building permit for the superstructure or building shell, the Applicant shall submit all construction plans and drawings to the DPP's Civil Engineering and Wastewater Branch for review and approval for compliance with drainage, grading, and sewer line requirements and recommendations.
- Q. Prior to submittal of a building permit application, the Applicant shall:
  - 1. Complete an agreement with Bikeshare Hawaii to design, implement, fund, construct, and maintain a bikeshare station at the site, and shall fund the required equipment for the bike share station.
  - 2. Submit revised plans showing:
    - a. The new driveway apron on Sheridan Street closest to Rycroft Street that does not abut the existing catch basin and is relocated at least two feet away from the basin;
    - b. The transparent windows along the community room frontage; and
    - c. The revised podium walls showing architectural features and designs to provide visual relief along the sides of the podium that face the rear and side yards and Cedar Street. There shall be no continuous blank walls along the expanse of Levels 1 through 5.
  - 3. Submit revised landscape plans for review and approval by the DPP's Land Use Permits Division (LUPD) to show the new street trees along Sheridan Street that provide shade.

4. Submit a revised parking plan for review and approval by the DPP's LUPD to:
    - a. Identify the new off-street parking count;
    - b. Allow for all vehicles to enter and exit the loading stalls in a front-facing manner; and
    - c. Show entry gates and ticket dispensers that are recessed into the driveway as far as necessary to avoid any queuing onto public streets.
  5. Submit a bicycle parking plan for review and approval by the DPP's LUPD to:
    - a. Identify the new location of the bicycle stalls on ground level and Levels 2 through 5;
    - b. Identify the short- and long-term parking spaces; and
    - c. Identify the new location of the bikeshare station.
  6. Submit a draft declaration of restrictive covenant that ensures use of the private driveway will be maintained 24 hours of the day, 7 days of the week for the life of the structure, for review and approval by the Director of the DPP. Upon approval of the draft document, an executed restrictive covenant shall be submitted to the DPP's LUPD.
  7. Submit civil drawings to the Honolulu Fire Department (HFD) for their review and approval.
- R. The Applicant shall conduct and implement the recommendations of the wind study.
- S. The Applicant shall design and submit a wayfinding sign plan for review and approval of the Director of the DPP, and then install the approved wayfinding signage prior to the issuance of a CO.
- T. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- U. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City/State for maintenance.
- V. Approval of this Interim Planned Development-Transit Permit does not constitute compliance with other Land Use Ordinance or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project approved under this permit comply with all applicable Land Use Ordinance and other governmental provisions and requirements.
- W. The Project shall receive a development permit for the proposed development within five years of the date of this permit. Failure to obtain a development permit within this period

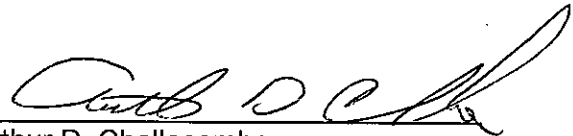
shall render this permit null and void, provided that this period may be extended as follows:

The Director of the DPP may extend this period if the Applicant demonstrates good cause, but the period shall not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion. If the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which shall include the Director's findings and recommendations thereon. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution. If the Council fails to take final action on the proposed extension within the first to occur of:

1. 60 days after receipt of the Director's report; or
  2. The Applicant's then-existing deadline for obtaining a building permit, the extension shall be deemed to be denied.
- X. Construction shall be in general conformity with the plans on file with the DPP. Any change in the size or nature of the Project which significantly alters the proposed development shall require a new application. Any change which does not significantly alter the proposed Project shall be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of the DPP.

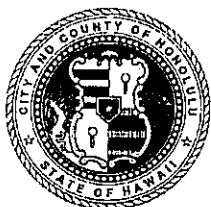
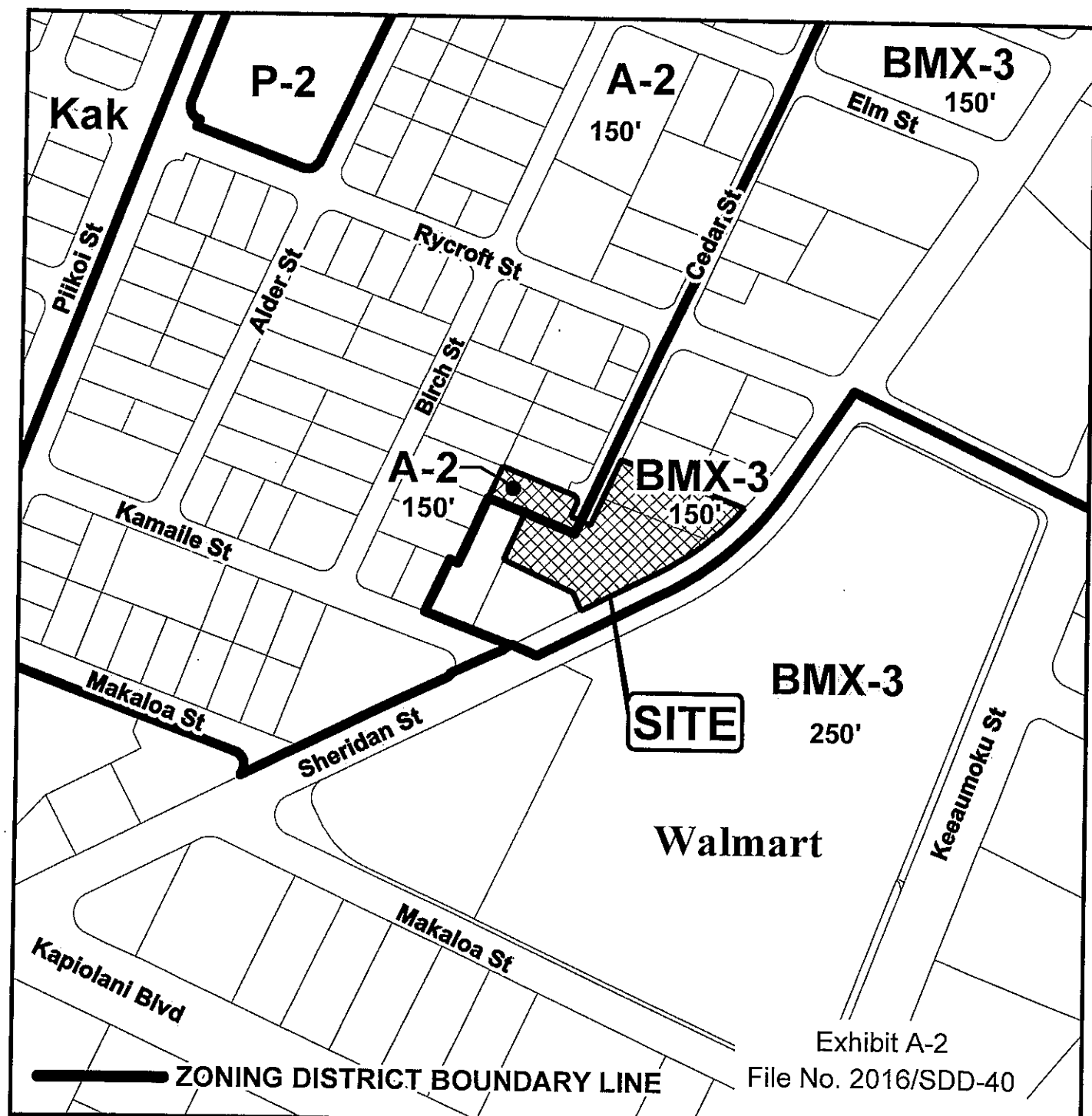
Dated at Honolulu, Hawaii, this 18th day of October, 2016.

Department of Planning and Permitting  
City and County of Honolulu  
State of Hawaii

By   
Arthur D. Challacombe  
Acting Director

Attachments





200 100 0 200

Scale in Feet



VICINITY MAP



# PORTION OF **ZONING MAP** **NUUANU - McCULLY**

TAX MAP KEY(S): 2-3-14: 02, 04 & 11

FOLDER NO.: 2016/SDD-40



## LEGEND

### FLOOD ZONES

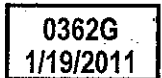
1% Annual Chance Flood ( 100 Year Flood):  
AE = Base Flood Elevation Determined

Other:

X = Outside 0.2% Annual Chance Flood Plain



Base Flood Elevation in Feet



FIRM Panel

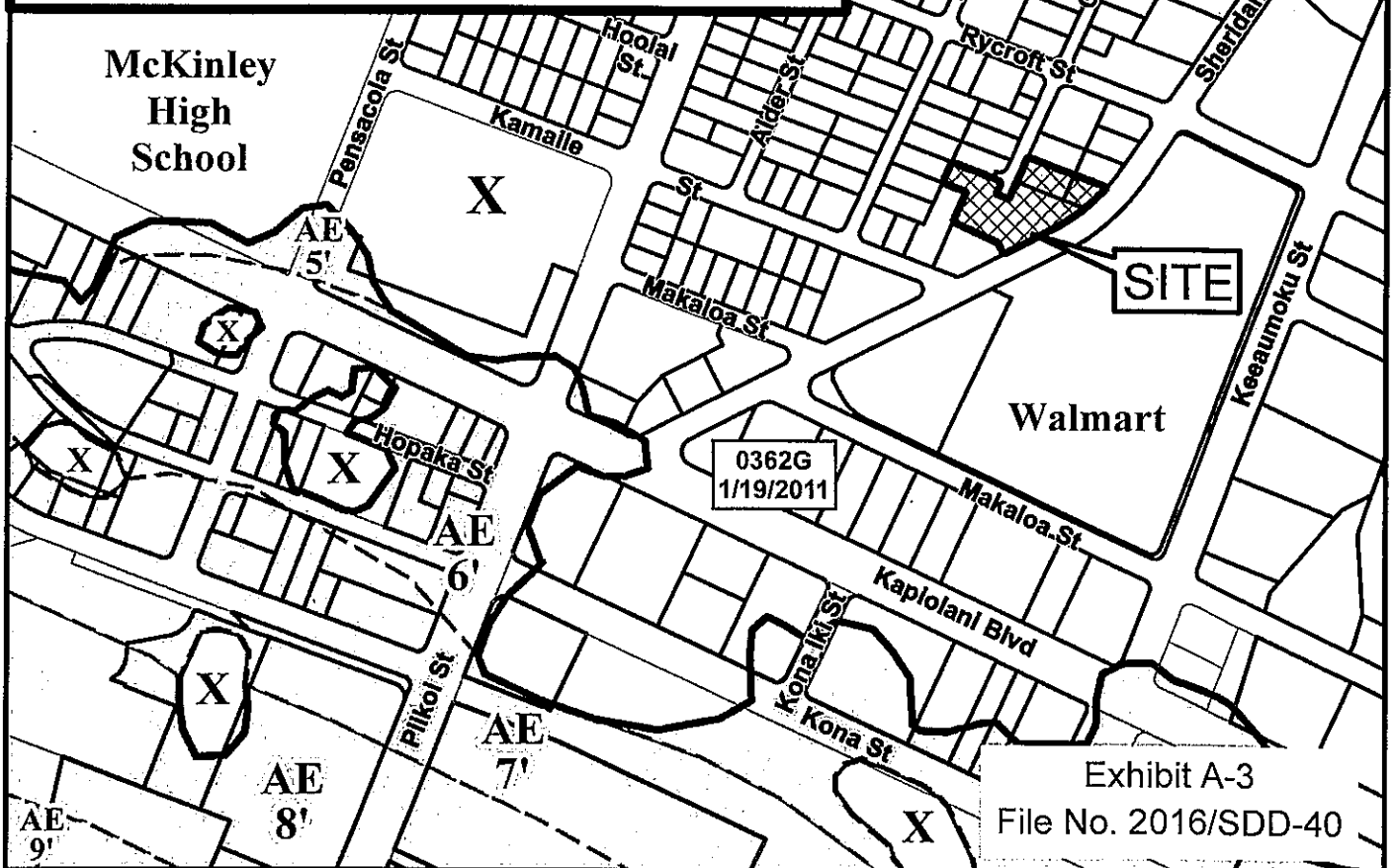
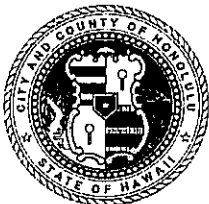
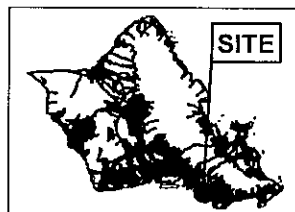


Exhibit A-3  
File No. 2016/SDD-40



400 200 0 400  
Scale in Feet



VICINITY MAP



## PORTION OF FLOOD HAZARD MAP FIRM PANEL 362G

TAX MAP KEY(S): 2-3-14: 02, 04 & 11

FOLDER NO.: 2016/SDD-40

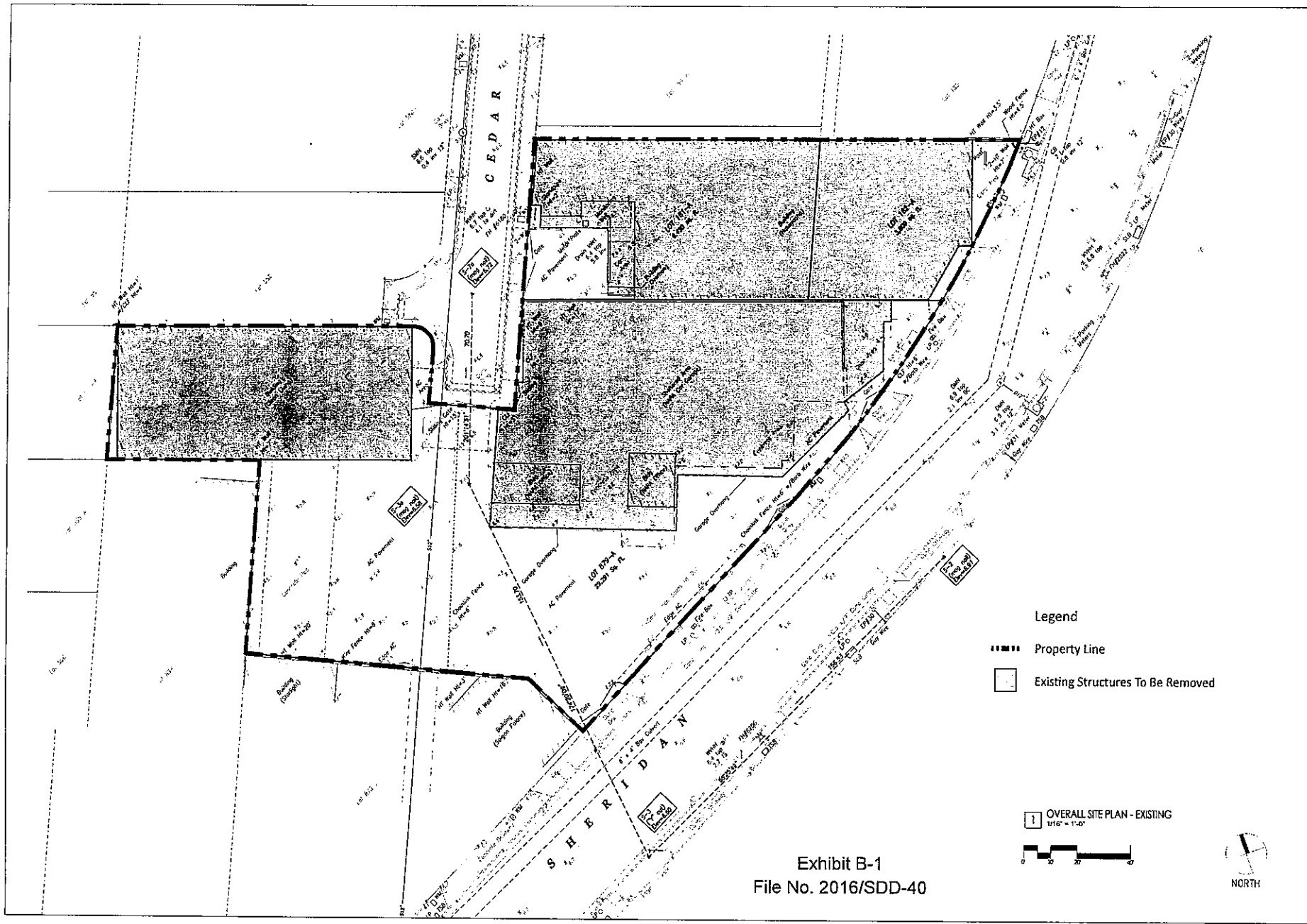
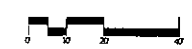


Exhibit B-1  
File No. 2016/SDD-40

- Legend**
- Property Line
  - Existing Structures To Be Removed

1 OVERALL SITE PLAN - EXISTING  
1/16" = 1'-0"



**ARCHITECT:**  
ESQ ARCHITECTS  
1100 KALANIANAʻOHE  
BLVD, SUITE 200  
HONOLULU, HI 96813  
TEL: (808) 521-1100  
WWW.ESQARCHITECTS.COM

**NOTE:** CONTRACTOR SHALL OBTAIN  
ALL NECESSARY PERMITS AND  
CONDUCT THE PROJECT IN  
ACCORDANCE WITH THE  
REQUIREMENTS OF THE  
HAWAIIAN ZONING ORDINANCE.

**DEVELOPER:**  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
**PROJECT OWNER:**  
HAWAII CITY PLAZA, LP

**Hawaii City Plaza  
Honolulu, Hawaii**  
710 Sheridan Street  
TMK 2-3-014; Paras 002, 004, & 011

**Interim Planned  
Development-Taxist  
Application**

**DATE:** 2016 MAR 08  
**REV:** 2016 APRIL 22  
**REV:** 2016 JULY 27  
**PROJECT #:** 15025

**SHEET TITLE**

**SHEET NO.**  
A0-0.1



HOW COULD I HAVE  
NOT REALIZED THAT  
YOU COULD BE THIS  
GOOD?

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

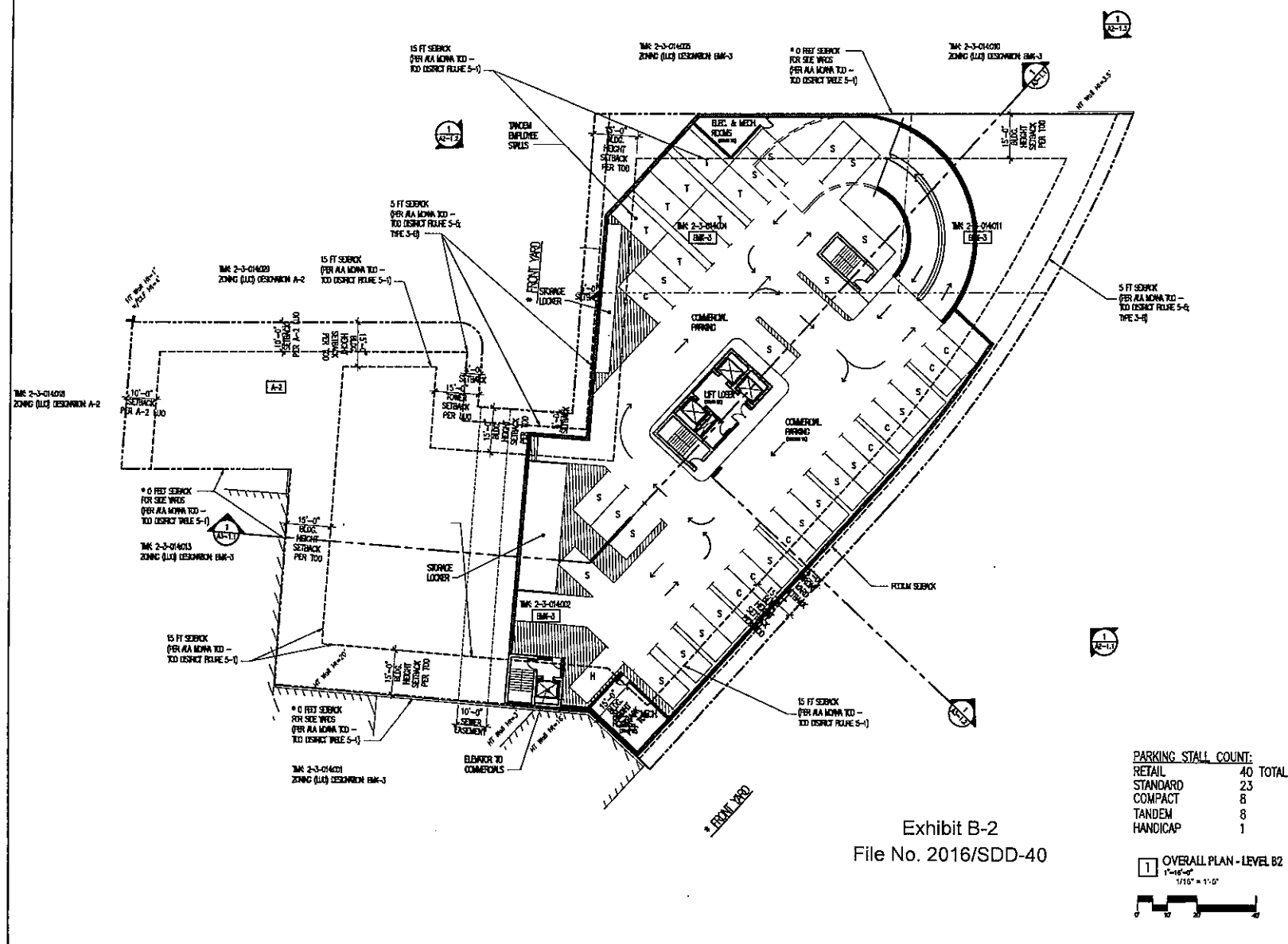
**Hawai'i City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

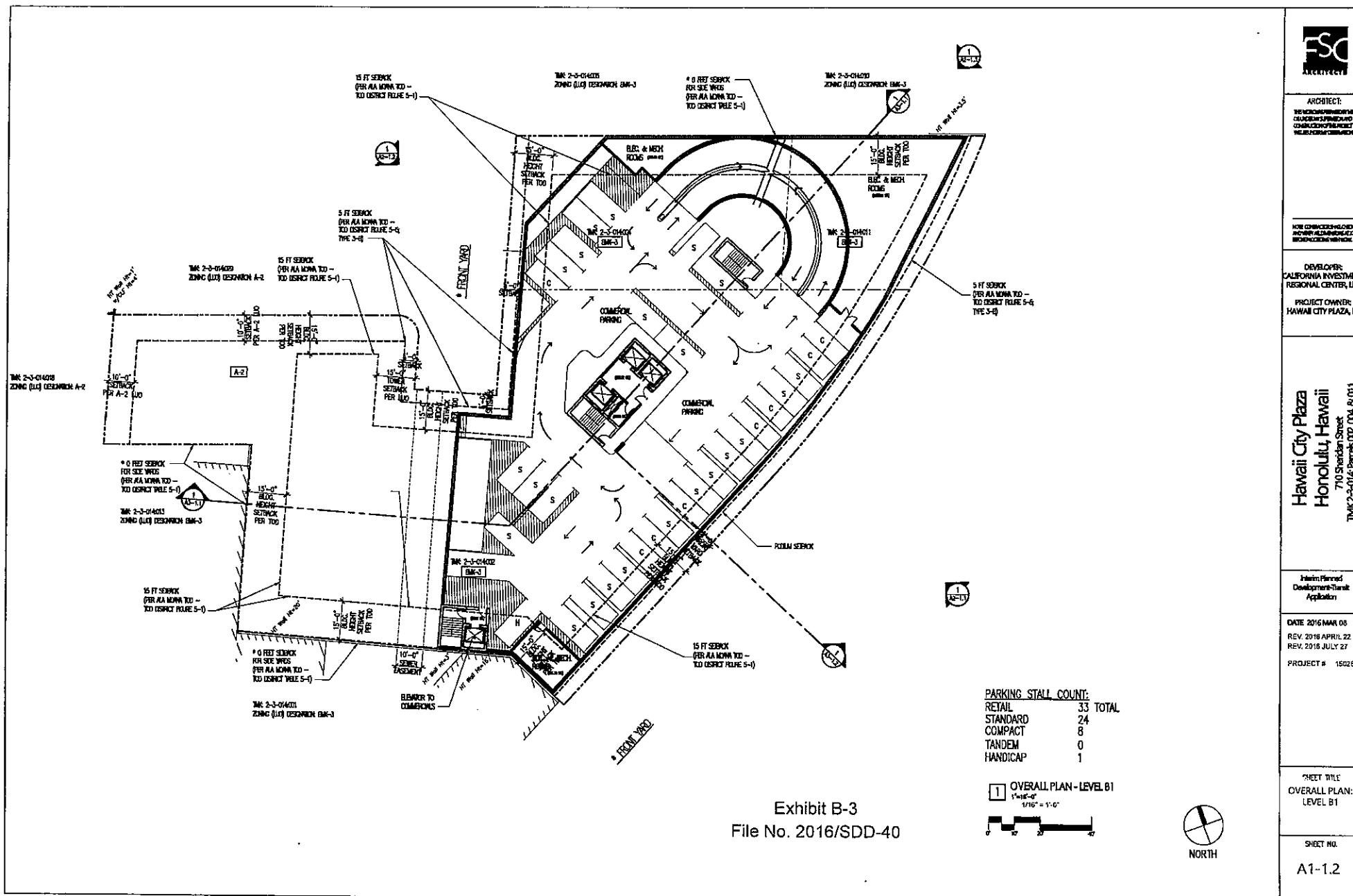
Interim Planned  
Development-Threat  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15020

SHEET TITLE  
OVERALL PLAN:  
LEVEL B2

SHEET NO.  
A1-1.1





ARCHITECT:  
REYNOLDS+REYNOLDS  
CHARLES REYNOLDS  
REYNOLDS+REYNOLDS

FOR CONSTRUCTION,  
HAWAII CITY PLAZA  
REYNOLDS+REYNOLDS

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

**Hawaii City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
TMK 2-3-014-001, Parcel 003, 004, 0011

Interim Planned  
Development-Tier II  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT #: 15028

SHEET TITLE:  
OVERALL PLAN:  
LEVEL B1

SHEET NO.  
A1-1.2

1. FALSE KAMANI TREE
2. INDOOR/ OUTDOOR BICYCLE RACKS
3. FOX TAIL PALM - TYP. ON CEDAR ST. ONLY
4. GROUND FLOOR PARKING
5. FACILITIES TBD - BY OTHERS
6. COBBLE STONE PATTERN & REST TABLES
7. QUEEN PALM - TYP. ON SHIERIDAN ST. ONLY
8. MAIN ENTRY
9. 24" MEDIAN w/ ACCENT FIXTURE  
SEE DRAWING: 2
10. PROPERTY LINE
11. RAMP TO UPPER LEVEL & PORTE COCHERE
12. RAMP TO LOWER LEVEL PARKING
13. MIXED VEHICULAR/ PEDESTRIAN PAVERS - TYP.
14. UTILITY PARKING
15. CEDAR ST. ENTRY TO LOWER PARKING
16. GROUND LEVEL STRUCTURE PARKING  
ENTRY

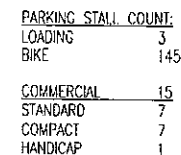


Exhibit B-4  
File No. 2016/SDD-40

OVERALL PLAN - LEVEL 01  
1/8" = 1'-0"



NORTH



**ARCHITECT:**  
THIS WORK WAS PREPARED BY ME  
OR UNDER MY SUPERVISION AND  
CONSTRUCTION OF THIS PROJECT  
WILL BE UNDER MY OBSERVATION.

NOTE: CONTRACTORS WILL CHECK AND VERIFY ALL DIMENSIONS AS A PRELUDE TO PROCEEDING WITH WORK.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

**Hawaii City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

710 Sheridan Street  
TMK 2-3-014; Papeete MP 004 84 017

Interim Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET 011F  
OVERALL PLAN:  
LEVEL 01

SHEET NO.  
A1-1.3



ARCHITECT:  
THE HONOLULU ARCHITECTURAL  
FIRM, INC.  
1001 KALANOA AVE., SUITE 200  
HONOLULU, HAWAII 96813

DESIGNER:  
HKS CHAMBERS WILKINS  
ARCHITECTS  
1001 KALANOA AVE., SUITE 200  
HONOLULU, HAWAII 96813

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

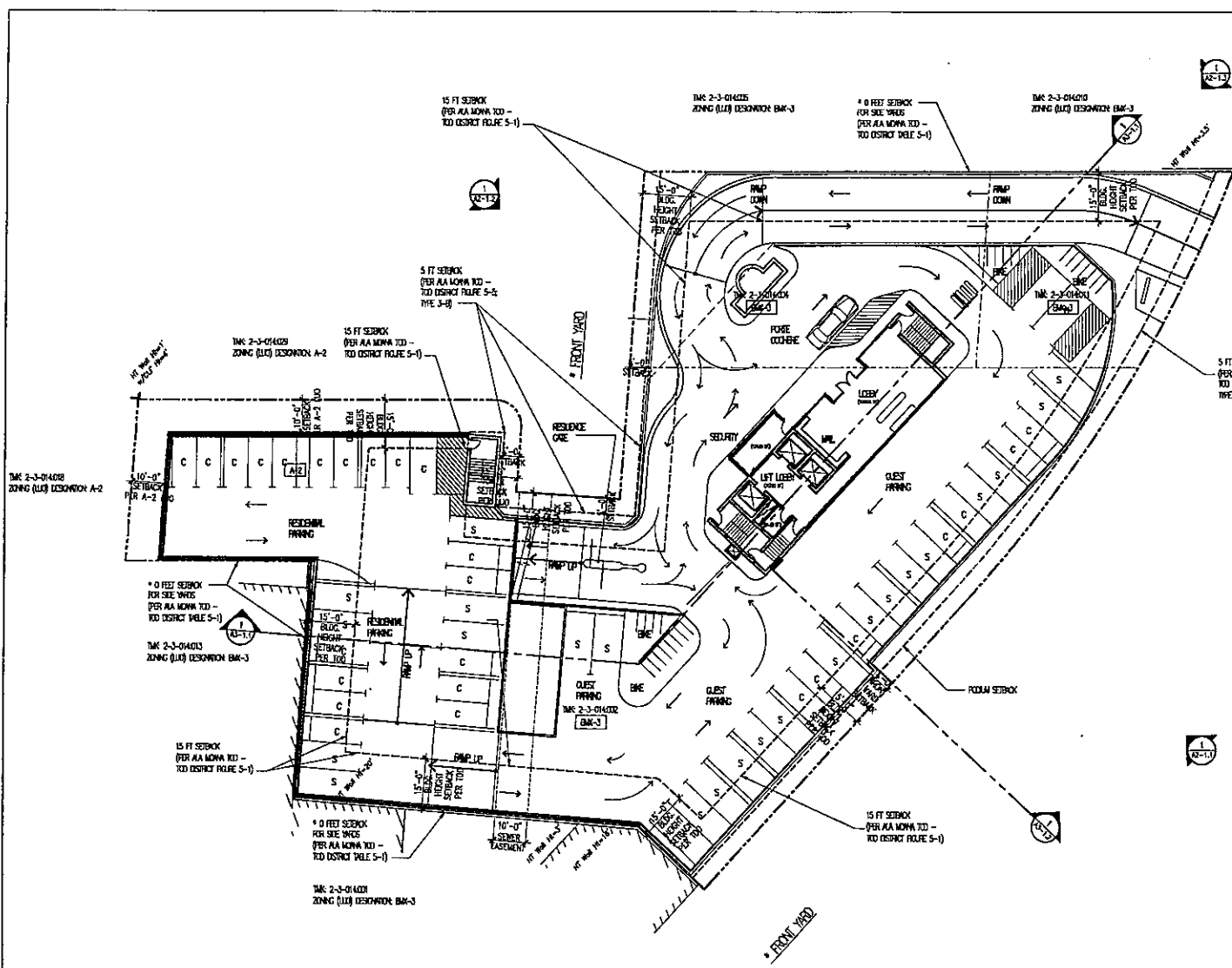
Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014 Parcels 002, 004, & 011

Interim/Planned  
Development/Transit  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT # 15028

SHEET TITLE:  
OVERALL PLAN:  
LEVEL 02

SHEET NO.  
A1-1.4



PARKING STALL COUNT:

GUEST	26
RESIDENCE	26
BIKE	22

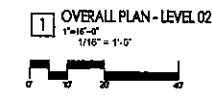
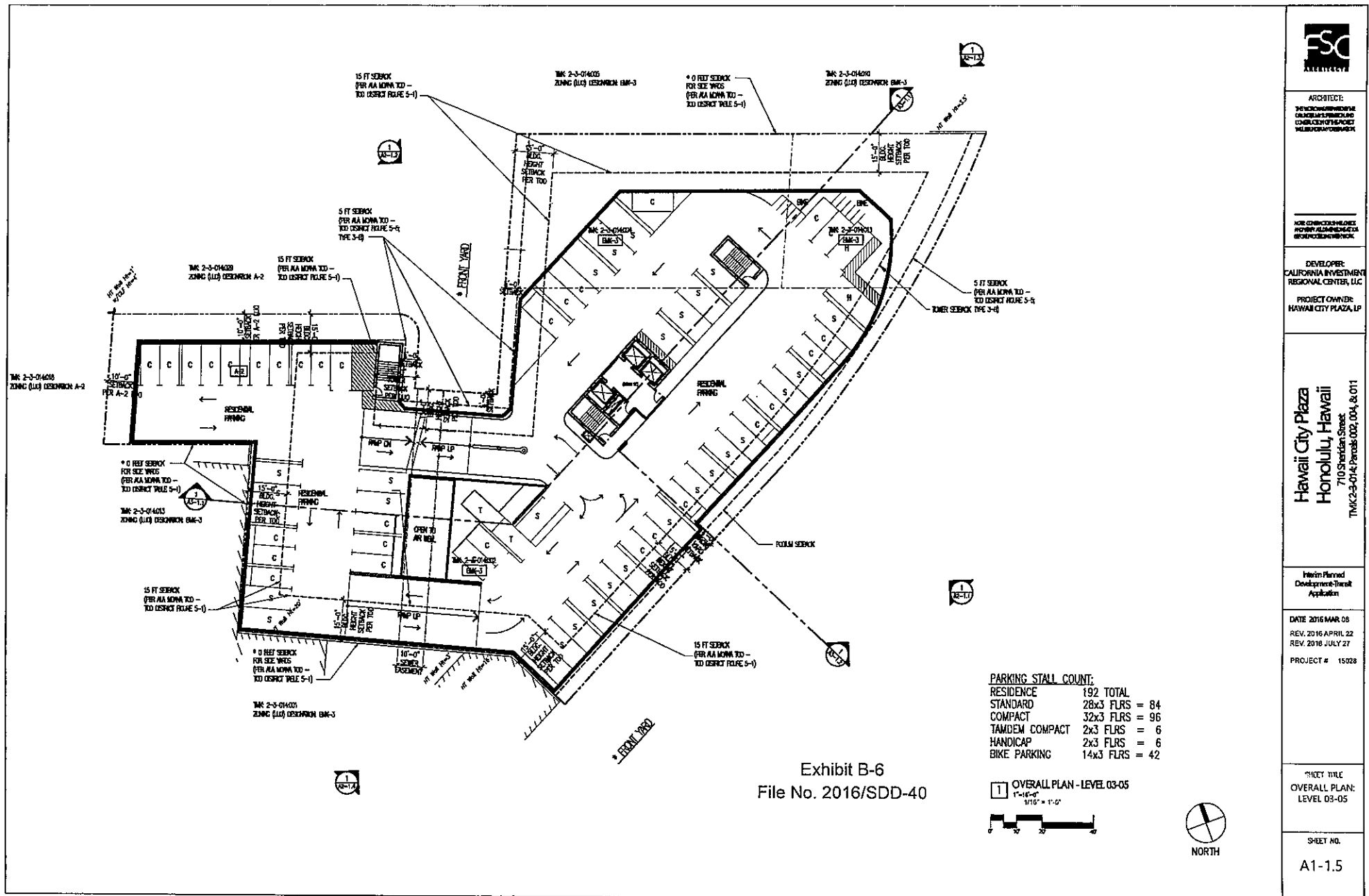


Exhibit B-5  
File No. 2016/SDD-40



ARCHITECT:  
THE HONOLULU ARCHITECTURAL FIRM  
1000 KALANOA AVE., SUITE 100  
HONOLULU, HAWAII 96813

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

**Hawaii City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
TMC 2-3-014014 Parcel 002, 004, & 011

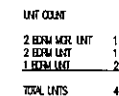
Interim Planned  
Development-Track  
Application

DATE 2016 MAR 05  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
OVERALL PLAN:  
LEVEL 03-05

SHEET NO.  
A1-1.5

1. PROPERTY LINE
2. CABANA w/ BBQ PIT & SEATING
3. MANILA PALM
4. GROUP REST TRELLIS w/ FIXED SEATING
5. PUTTING GREEN
6. REST CABANA ON WOOD DECK
7. SINGAPORE PLUMERIA IN RAISED PLANTER
8. KIDS & ADULT POOL
9. FIJI FAN PALM IN PLANTER
10. HONG KONG ORCHID IN PLANTER
11. ROCK GARDEN w/ ASIAN INFLUENCE PLANTS
12. CABANA REST SHADE DECK
13. 24' WIDE x 30' HT. PERIMETER PLANTER - TYP.
14. WOOD-LIKE OUTDOOR PRIVATE DECKING
15. TOT LOT w/ REST TRELLIS & FIXED SEATING
16. OVERFLOW & EVENT LAWN w GRASS PAVER  
TYP. OF ALL GRASS. ON 6TH FLOOR
17. STRAWBERRY GUAVA TREE
18. DWARF PHOENIX PALM
19. RHAPIS PALM



**1** OVERALL PLAN - LEVEL 06  
 $1" = 16'-0"$   
 $1/16" = 1'-0"$



**ARCHITECT:**  
THIS WORK WAS PREPARED BY ME  
OR UNDER MY SUPERVISION AND  
CONSTRUCTION OF THIS PROJECT  
WILL BE UNDER MY ORGANIZATION

NOTE: CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AT / BEFORE PROCEEDING WITH WORK.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawai'i City Plaza  
Honolulu, Hawai'i  
710 Sheridan Street  
Honolulu, Hawai'i 96813

Interim Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 1502

JRLT TLL  
 OVERALL PLAN:  
 LEVEL 06

SHEET NO.  
A1-1.6





**DEVELOPER:**  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

**PROJECT OWNER:**  
HAWAII CITY PLAZA, LP

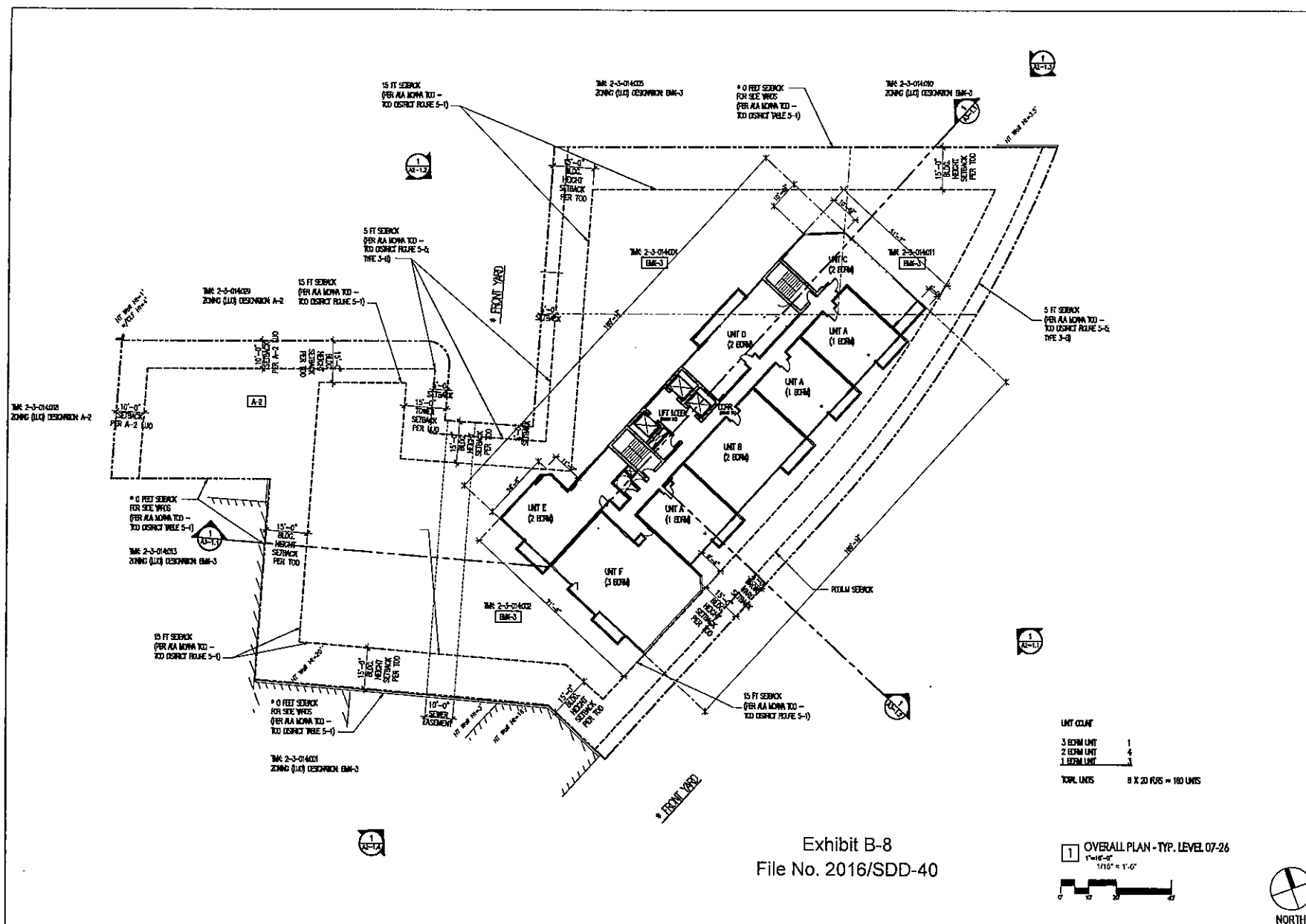
**Hawai'i City Plaza**  
**Honolulu, Hawai'i**  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

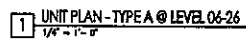
Interim Planned  
Development-Traffic  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
OVERALL PLAN:  
LEVEL 07-26

SHEET NO.  
A1-1.7

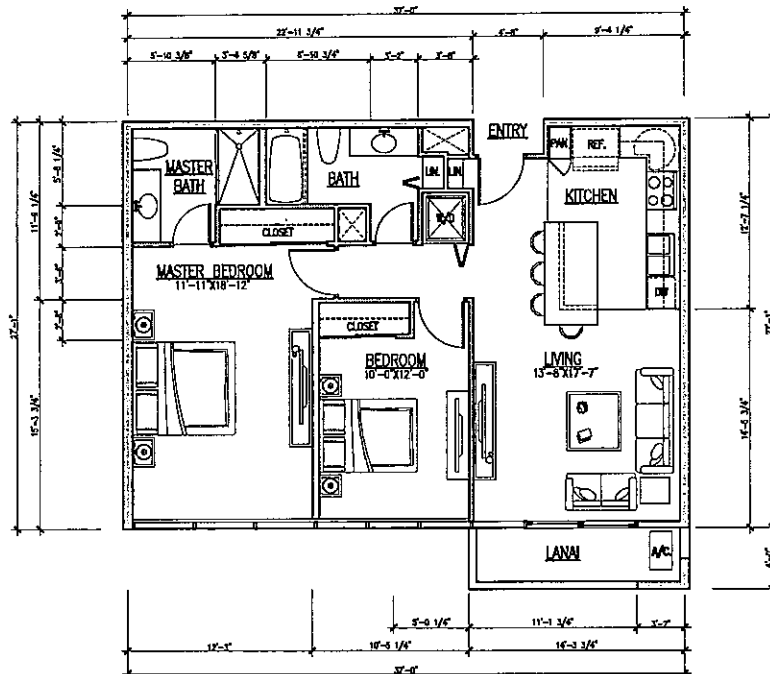




2 UNIT PLAN - TYPE A1 (ADA)

UNIT PLAN - TYPE A &amp; A1 (18R)





1 UNIT PLAN - TYPE B @ LEVEL 06-26  
1/8" = 1'-0"

LIVING AREA: 982.00 S.F.  
LANAI AREA: 59.00 S.F.  
TOTAL AREA: 1041 S.F.

2 UNIT PLAN - TYPE B1 (ADA)  
1/8" = 1'-0"

Exhibit B-10  
File No. 2016/SDD-40

UNIT PLAN - TYPE B & B1 (2BR)



ARCHITECT:  
FSC ARCHITECTS  
1000 KALANIL'AHU DRIVE, SUITE 200  
HONOLULU, HAWAII 96813

NOT TO BE CONSIDERED  
FOR CONSTRUCTION  
WITHOUT APPROVAL

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-2-014; Parcels 002, 004, & 011

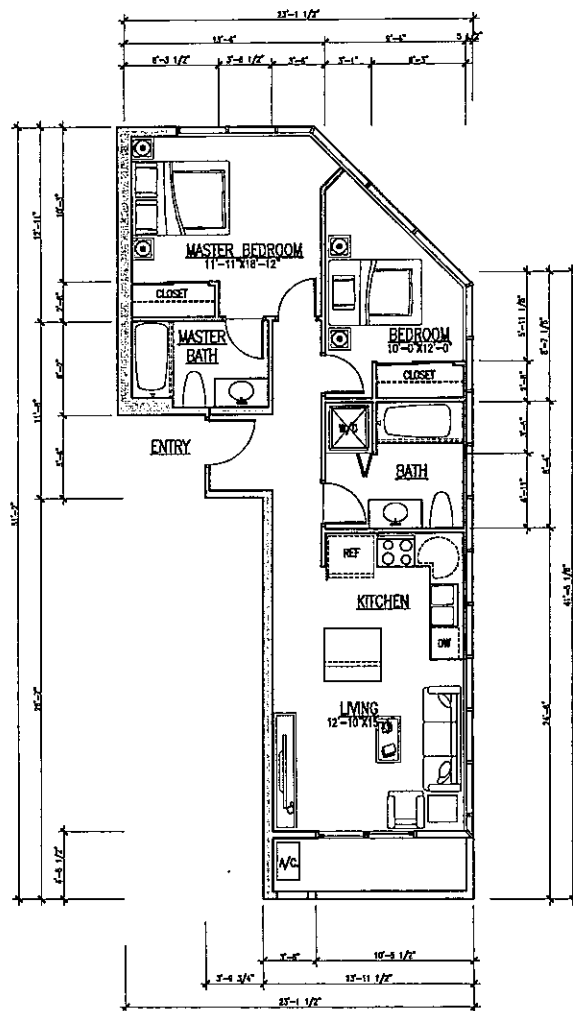
Interim Planned  
Development/Trunk  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE B (2 BR)

SHEET NO.

A1-2.2



1 UNIT PLAN - TYPE C @ LEVELS 04-24  
1/4" = 1'-0"

LIVING AREA: 788.00 S.F.  
BALCONY AREA: 53.00 S.F.  
TOTAL AREA: 841.00 S.F.

2 UNIT PLAN - TYPE C1 (ADA)  
1/4" = 1'-0"

Exhibit B-11  
File No. 2016/SDD-40

UNIT PLAN - TYPE C (2BR)



ARCHITECT:  
NEWKIRK ARCHITECTURAL  
DESIGN GROUP, INC.  
CHARLENE PARKER  
HONOLULU, HAWAII

NOT TO BE USED FOR  
ANY OTHER PROJECT  
WITHOUT THE ARCHITECT'S  
WRITTEN PERMISSION

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
THAK2-3-014; Parade 002, 004, & 011

Interim Planned  
Development/Tenant  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE C (2 BR)

SHEET NO.  
A1-2.3



ARCHITECT:  
THE HONOLULU ARCHITECTURAL  
FIRM, INC. (HAFI)  
710 SHARDEN STREET  
HONOLULU, HAWAII 96813

FOR CONSTRUCTION  
ADDITIONAL SHEETS  
REVISIONS TO BE MADE

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sharden Street  
TMK 2-3-014 Parcel 002, 004, & 011

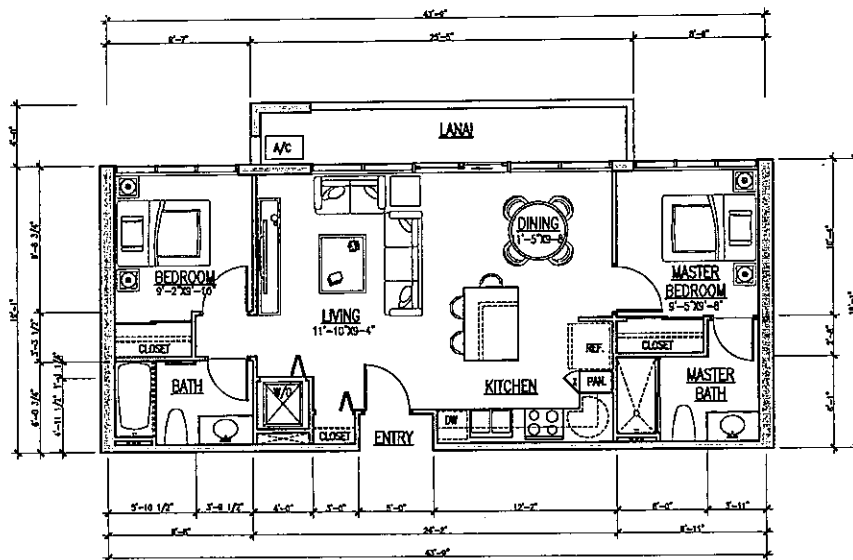
Interim Planned  
Development/Trunk  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE D (2 BR)

SHEET NO.

A1-2.4



1 UNIT PLAN - TYPED @ LEVELS 07-26  
1/4" = 1'-0"

LIVING AREA: 812.00 S.F.  
LANAI AREA: 102.00 S.F.  
TOTAL AREA: 914.00 S.F.

2 UNIT PLAN - TYPED (ADA)  
1/4" = 1'-0"

Exhibit B-12  
File No. 2016/SDD-40

UNIT PLAN - TYPED (2BR)





ARCHITECT:  
NEWCOMER/SHAW/DAVIS  
CORPORATION/SHAW/DAVIS  
CORPORATION/SHAW/DAVIS  
CORPORATION/SHAW/DAVIS

NEW COMER/SHAW/DAVIS  
CORPORATION/SHAW/DAVIS  
CORPORATION/SHAW/DAVIS

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014; Parcel 002, 004, & 011

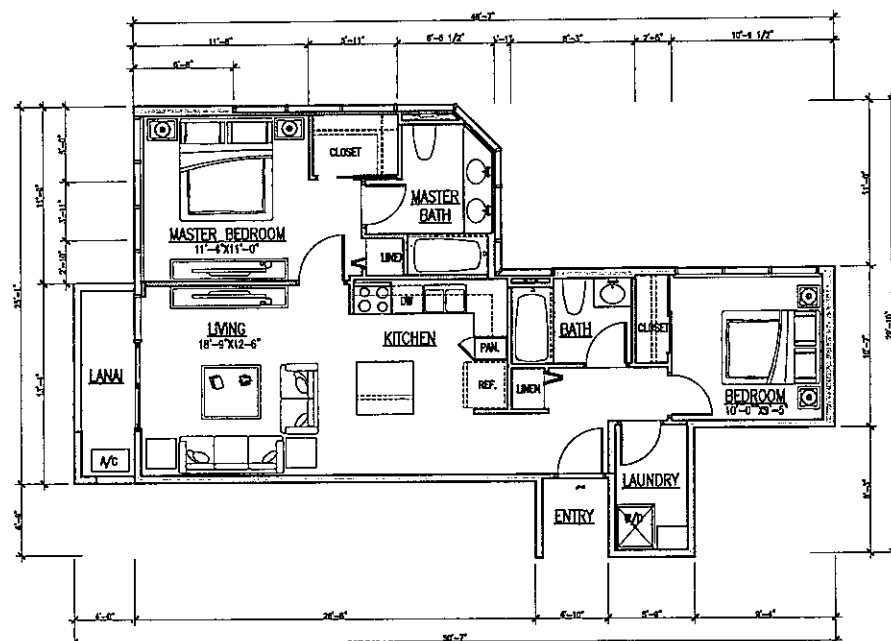
Interim Permit  
Development-Tenak  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE E (2 BR)

SHEET NO.

A1-2.5



1 UNIT PLAN - TYPE E @ LEVELS 07-26  
1/8" = 1'-0"

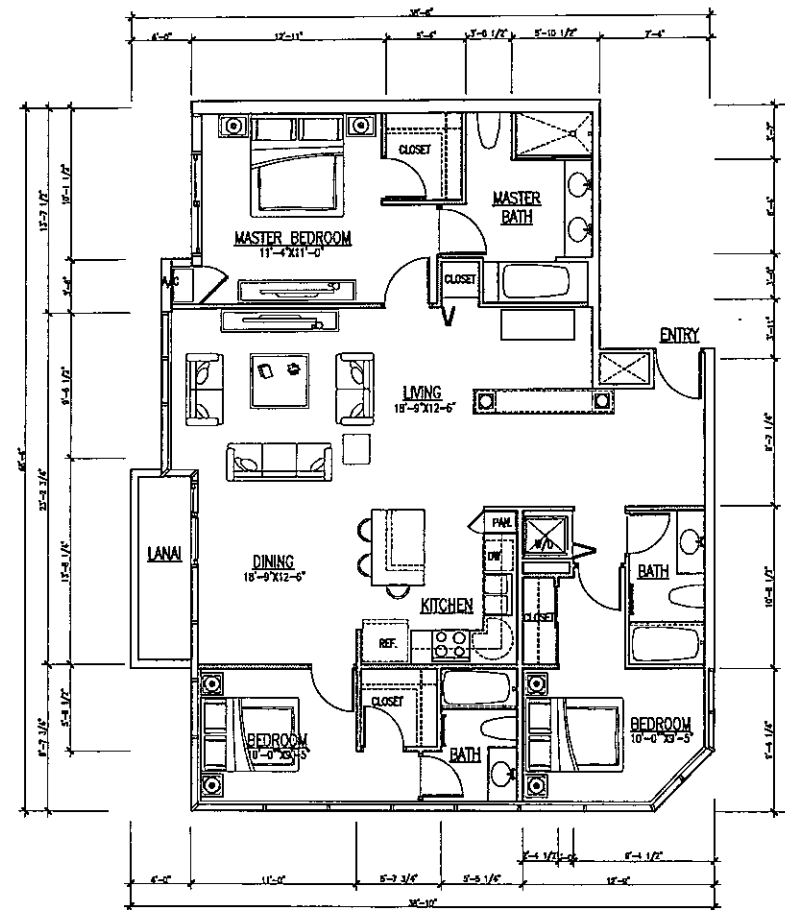
LIVING AREA: 903.00 S.F.  
LANA AREA: 53.00 S.F.  
TOTAL AREA: 956.00 S.F.

2 UNIT PLAN - TYPE E (ADA)  
1/8" = 1'-0"

Exhibit B-13  
File No. 2016/SDD-40

UNIT PLAN - TYPE E (2BR)





1 UNIT PLAN - TYPE F @ LEVELS 07-26  
1/8" = 1'-0"

LIVING AREA: 1528.00 S.F.  
LANAI AREA: 56.00 S.F.  
TOTAL AREA: 1584.00 S.F.

Exhibit B-14  
File No. 2016/SDD-40

UNIT PLAN - TYPE F (3BR)



ARCHITECT:  
FSC ARCHITECTS  
1000 KALANIANA'OLA BLVD., SUITE 1000  
HONOLULU, HAWAII 96813

NOT TO SCALE  
FOR INFORMATION ONLY  
DO NOT CONSTRUCT

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TIN 2-3-014 Parcel 002, 004 & 011

Intentional  
Development Permit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE F (3 BR)

SHEET NO.  
A1-2.6



HOW CAN YOU GET THE MOST FROM YOUR BUSINESS? HOW CAN YOU GET THE MOST FROM YOUR BUSINESS? HOW CAN YOU GET THE MOST FROM YOUR BUSINESS?

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

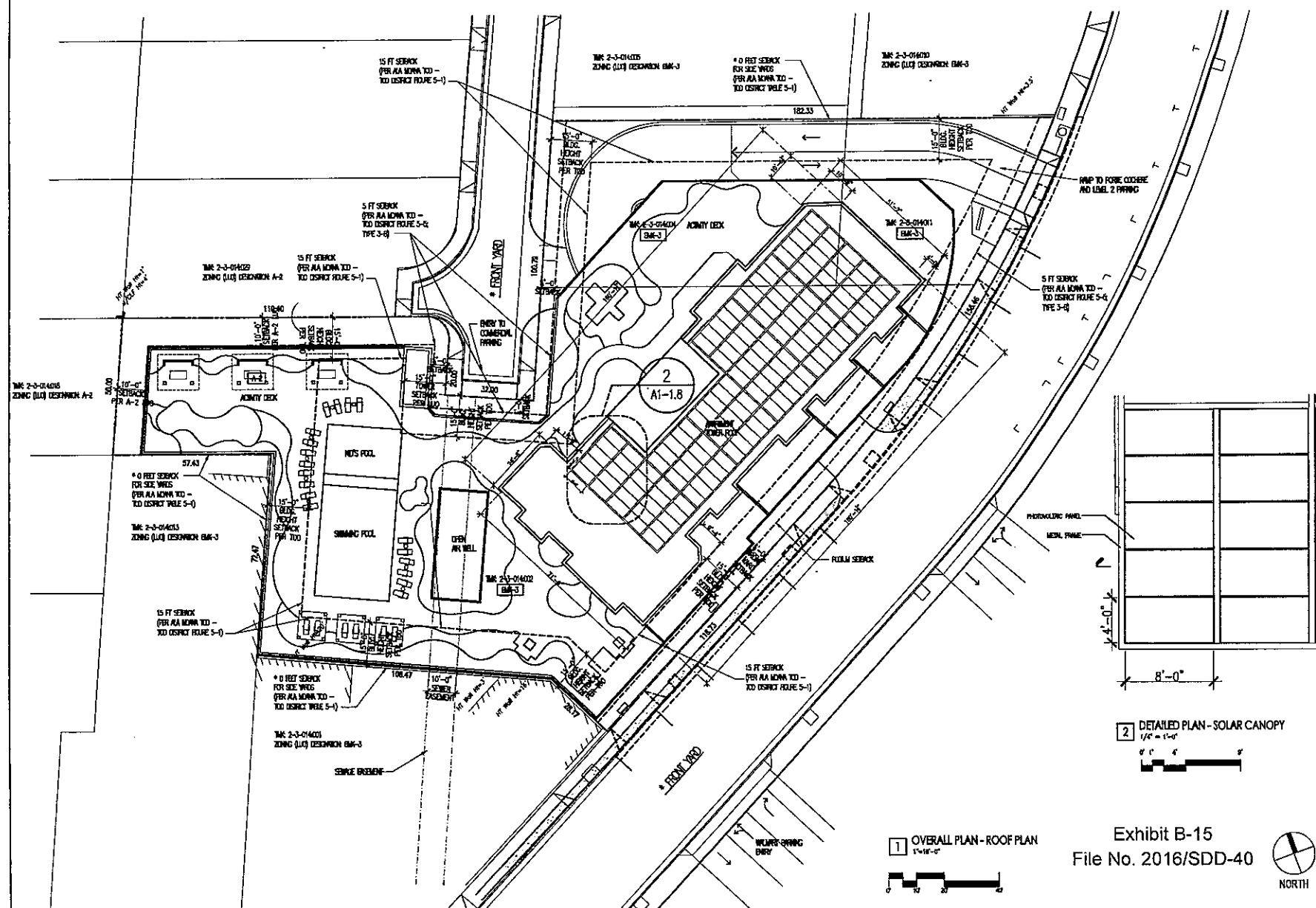
**Hawaii City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

**Interim/Planned  
Development-Thrust  
Application:**

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

**SHEET TITLE**

SHEET NO.  
A1-1.8





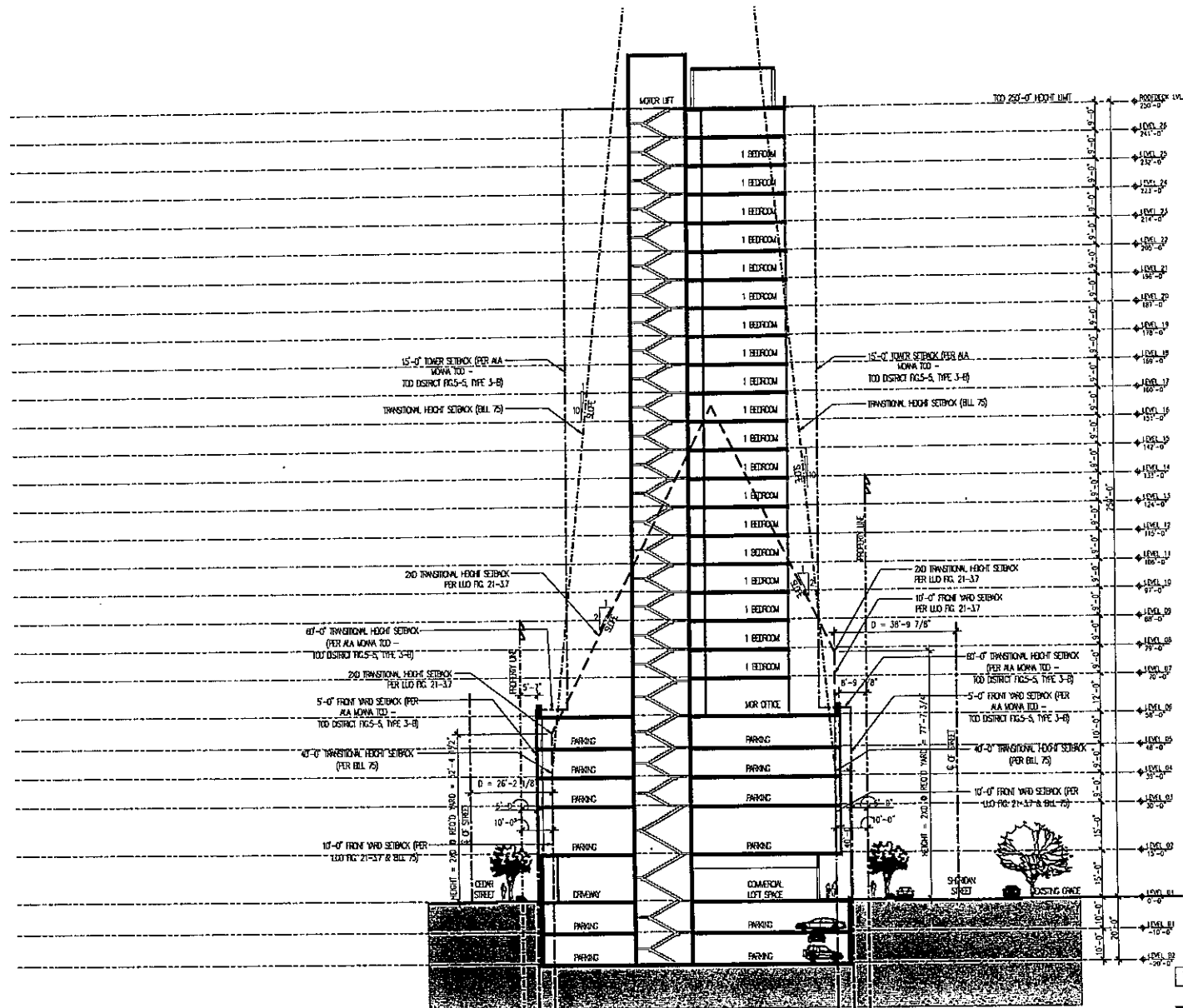


Exhibit B-16  
File No. 2016/SDD-40

1 STREET SETBACKS DIAGRAM  
1/16"=1'-0"



ARCHITECT:  
THE WORKS AND SERVICES OF THE  
OWNER AND/OR ARCHITECT  
CONSTRUCTION OF THE PROJECT  
SHALL BE DONE BY THE OWNER

NOTE: CONTRACTOR SHALL OBTAIN  
AND VERIFY ALL DIMENSIONS FOR  
BIDDING PURPOSES IN THE WORK

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014, Parcels 002, 004, & 011

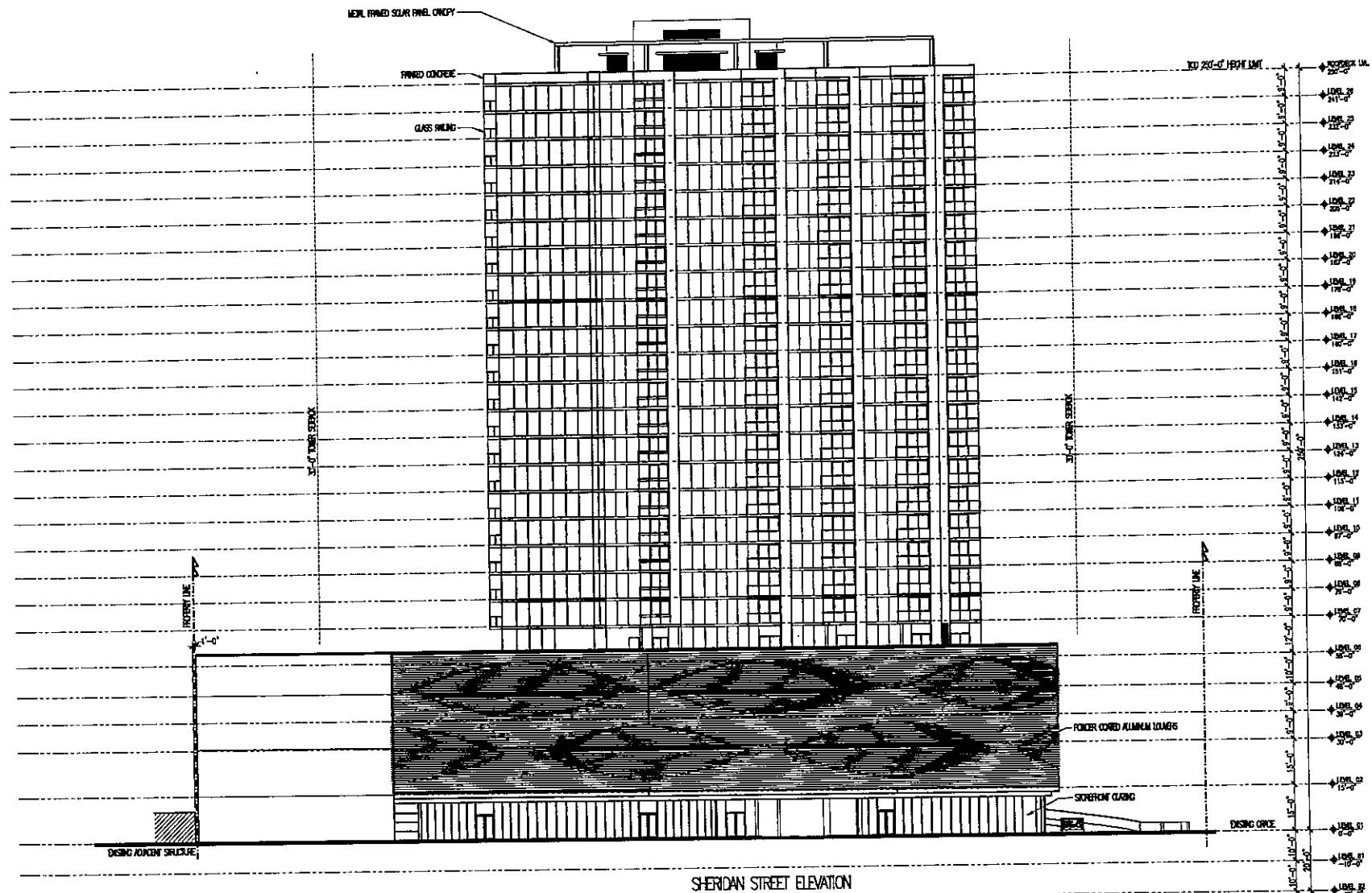
Interim Planned  
Development-Transit  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
REV: 2016 SEP 16  
PROJECT # 15028

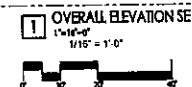
SHEET TITLE  
OVERALL  
SECTION 2

SHEET NO.  
A3-12





Exhibits B-18  
File No. 2016/SDD-40



ARCHITECT:  
THE HONOLULU CITY PLAZA  
CONSULTING ENGINEERING  
ARCHITECTS

FOR CHAIRMAN/CHIEF  
ARCHITECT/ENGINEER  
RECORD DRAWING

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

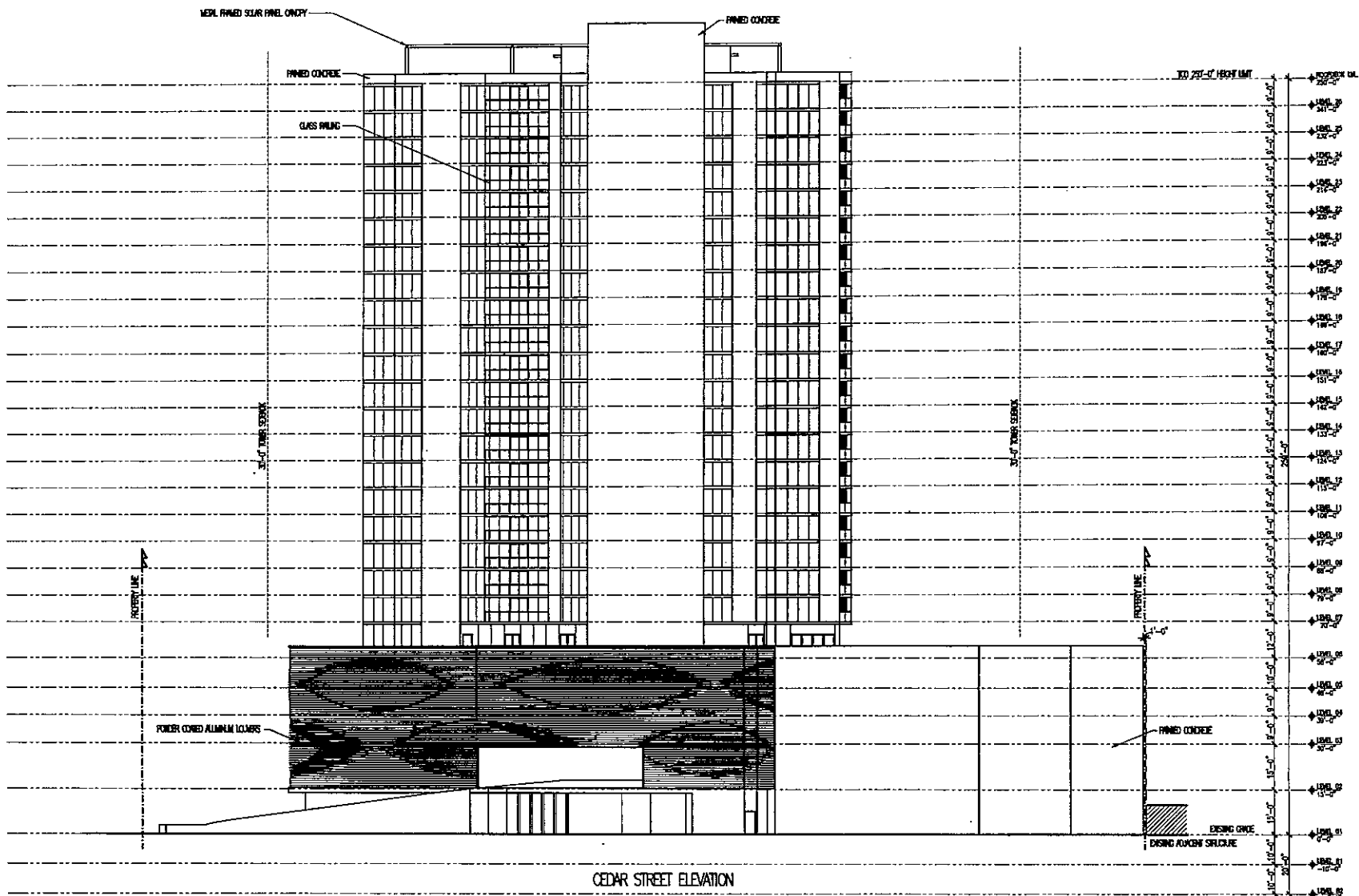
Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014: Parcel 002, 004, & 011

Interim Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2018 APRIL 22  
REV. 2018 JULY 27  
PROJECT # 15028

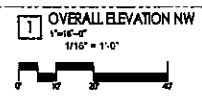
SHEET TITLE  
OVERALL  
ELEVATION SE


SHEET NO.  
A2-1.1



CEDAR STREET ELEVATION

Exhibits B-19  
File No. 2016/SDD-40



	<b>ARCHITECT</b> FSC ARCHITECTS 1000 KALANOA AVENUE, SUITE 200 HONOLULU, HAWAII 96813
	<b>DEVELOPER</b> CALIFORNIA INVESTMENT REGIONAL CENTER, LLC <b>PROJECT OWNER</b> HAWAII CITY PLAZA, LP
<b>Hawaii City Plaza</b> <b>Honolulu, Hawaii</b> 710 Sheridan Street TNAK 2-3-014; Parcel 002, 003, & 011	
Interim Planned Development-Transit Application	
DATE 2016 MAR 08 REV. 2016 APRIL 22 REV. 2016 JULY 27 PROJECT # 15028	
SHEET TITLE OVERALL ELEVATION NW	
SHEET NO. A2-1.2	



NOTE: CONSUMERS WILL ONLY  
RECEIVE A LETTER FROM THE  
BUREAU OF CONSUMER PROTECTION.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

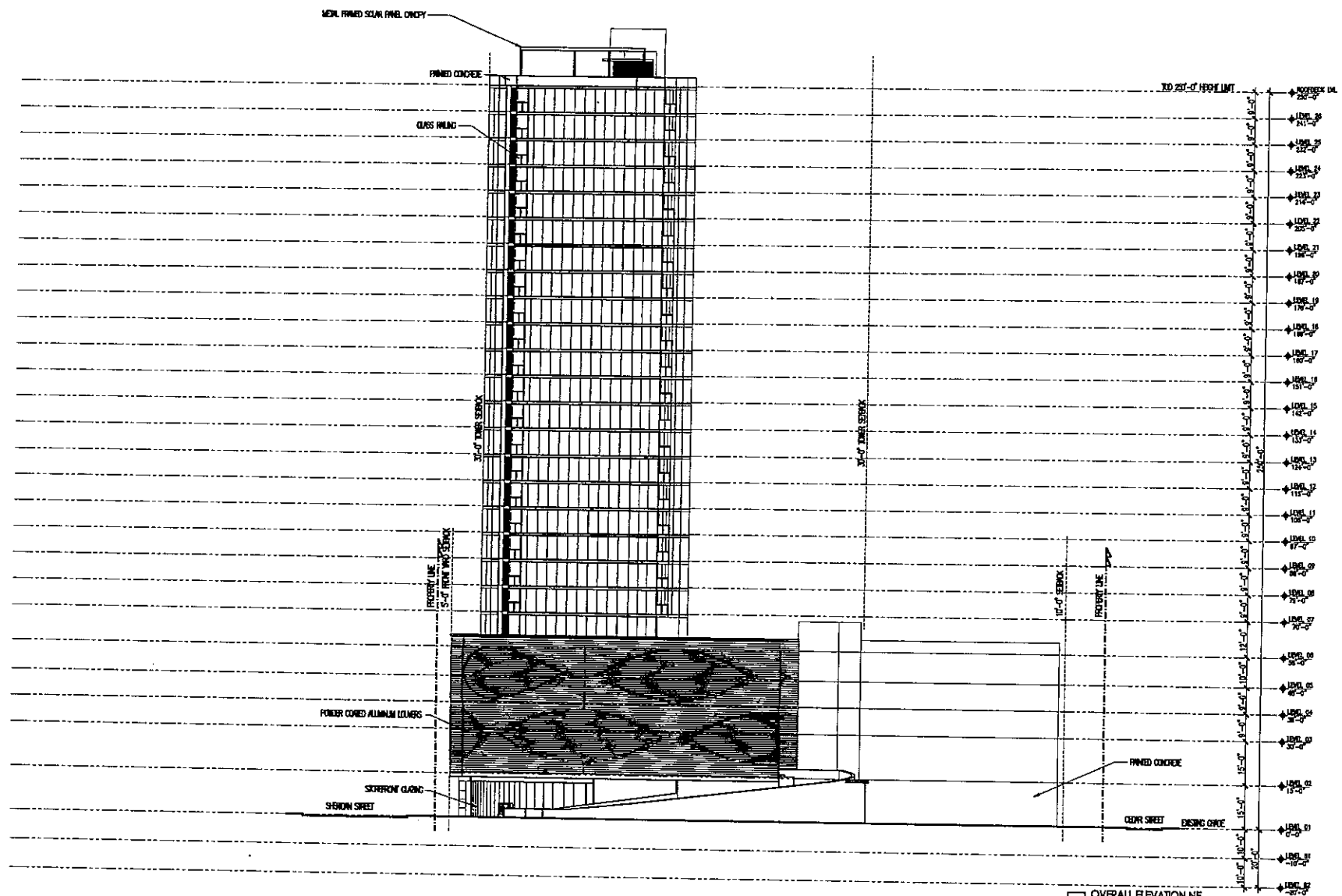
**Hawaii City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

Interim Planned  
Development-Transit  
Application

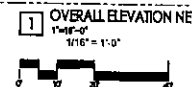
DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

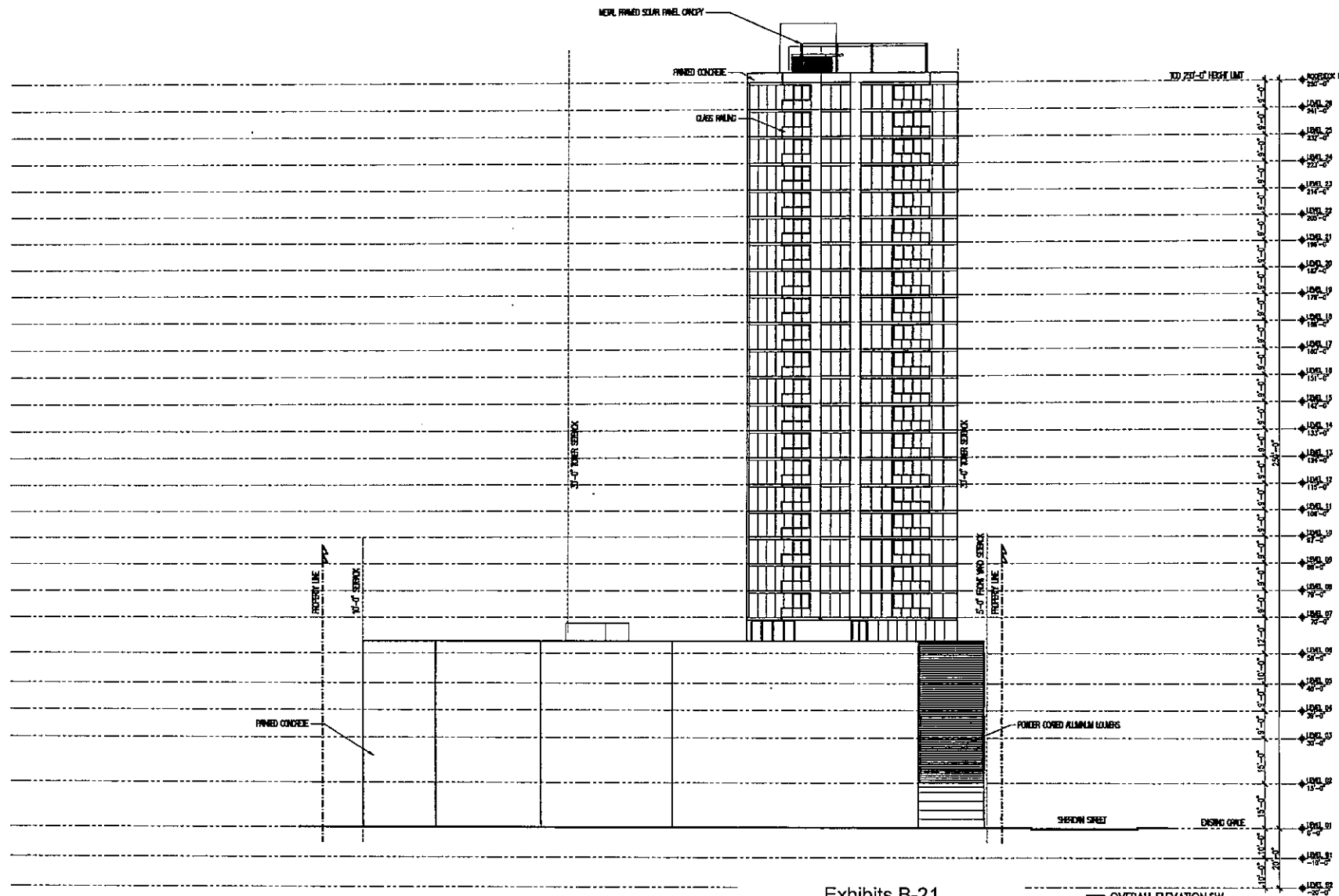
SHEET TITLE  
OVERALL  
ELEVATION NE

SHEET NO.  
A2-1.3



Exhibits B-20  
File No. 2016/SDD-40





Exhibits B-21  
File No. 2016/SDD-40

1 OVERALL ELEVATION SW  
1/16" = 1'-0"



ARCHITECT:  
ESD ARCHITECTS  
1000 KALANIANAʻOHE  
BLVD, SUITE 200  
HONOLULU, HAWAII 96813

NOT TO SCALE  
FOR INFORMATION  
ONLY

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

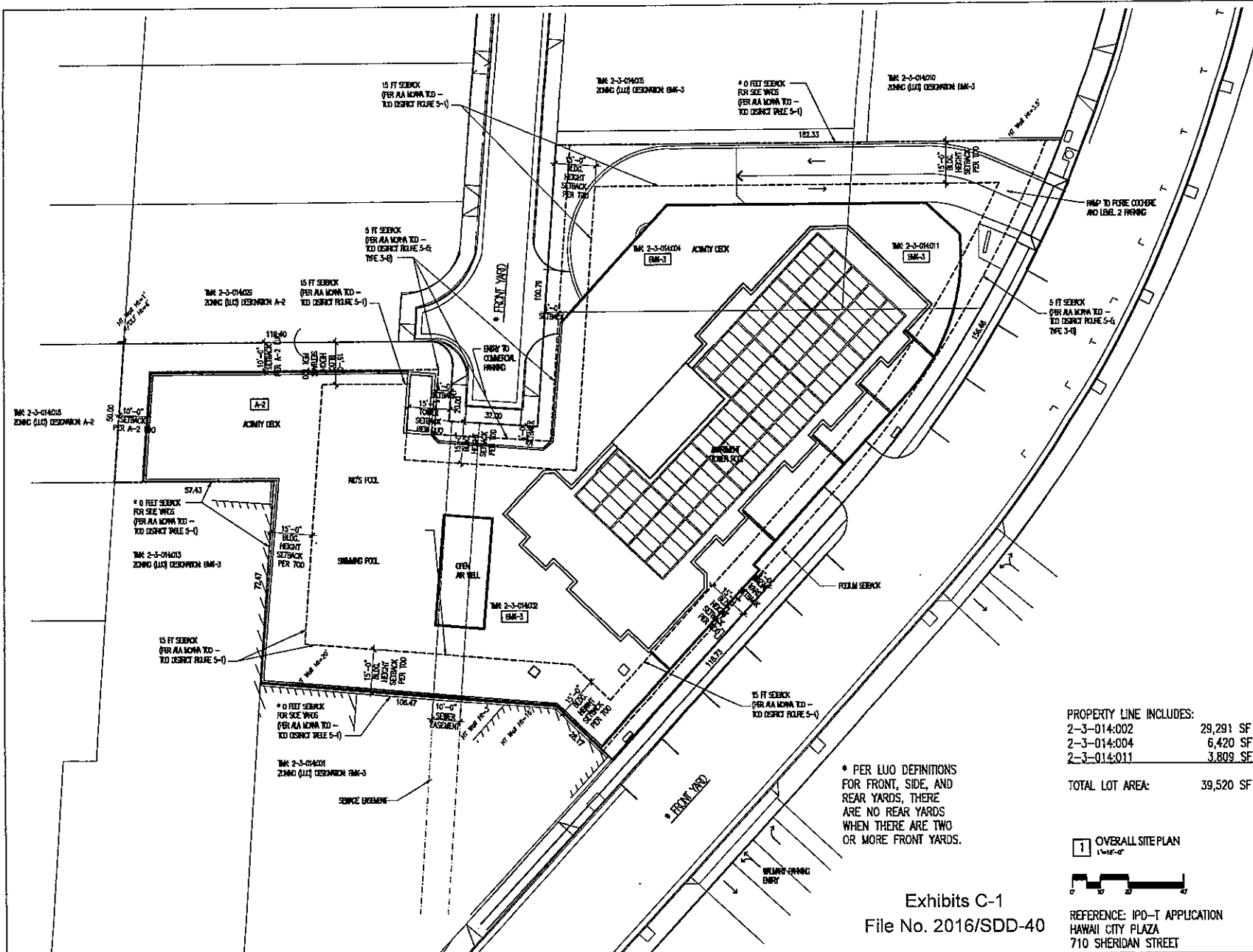
Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 23-07-04 Parcels 003, 004, & 011

Interim Planned  
Development Permit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
OVERALL  
ELEVATION SW

SHEET NO.  
A2-1.4





Exhibits D-1  
File No. 2016/SDD-40

South-East Perspective  
Sheridan Street



ARCHITECT:  
REYNOLDS & REYNOLDS  
DESIGN & ARCHITECTURE  
CONSTRUCTION OF THE PROJECT  
ALL RIGHTS RESERVED

NOTE: CONTRACTOR SHALL OBTAIN  
ALL NECESSARY PERMITS AND  
BEFORE PROCEEDING WITH WORK.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014: Parcels 002, 004, & 011

Interim Planned  
Development Transit  
Application

DATE: 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE

SHEET NO.  
T0-0.5





Exhibits D-2  
File No. 2016/SDD-40

**North-East Perspective  
Sheridan Street**



ARCHITECT:  
HAWAIIAN ENGINEERING  
CONSULTANTS, INC.  
CONDUCTED BY THE PROJECT  
AND REVIEWED BY THE PROJECT

NOTE: EXISTING BUILDINGS  
AND UTILITIES SHOWN FOR  
REFERENCE ONLY.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMA 2-3-014; Panels 002, 004, & 011

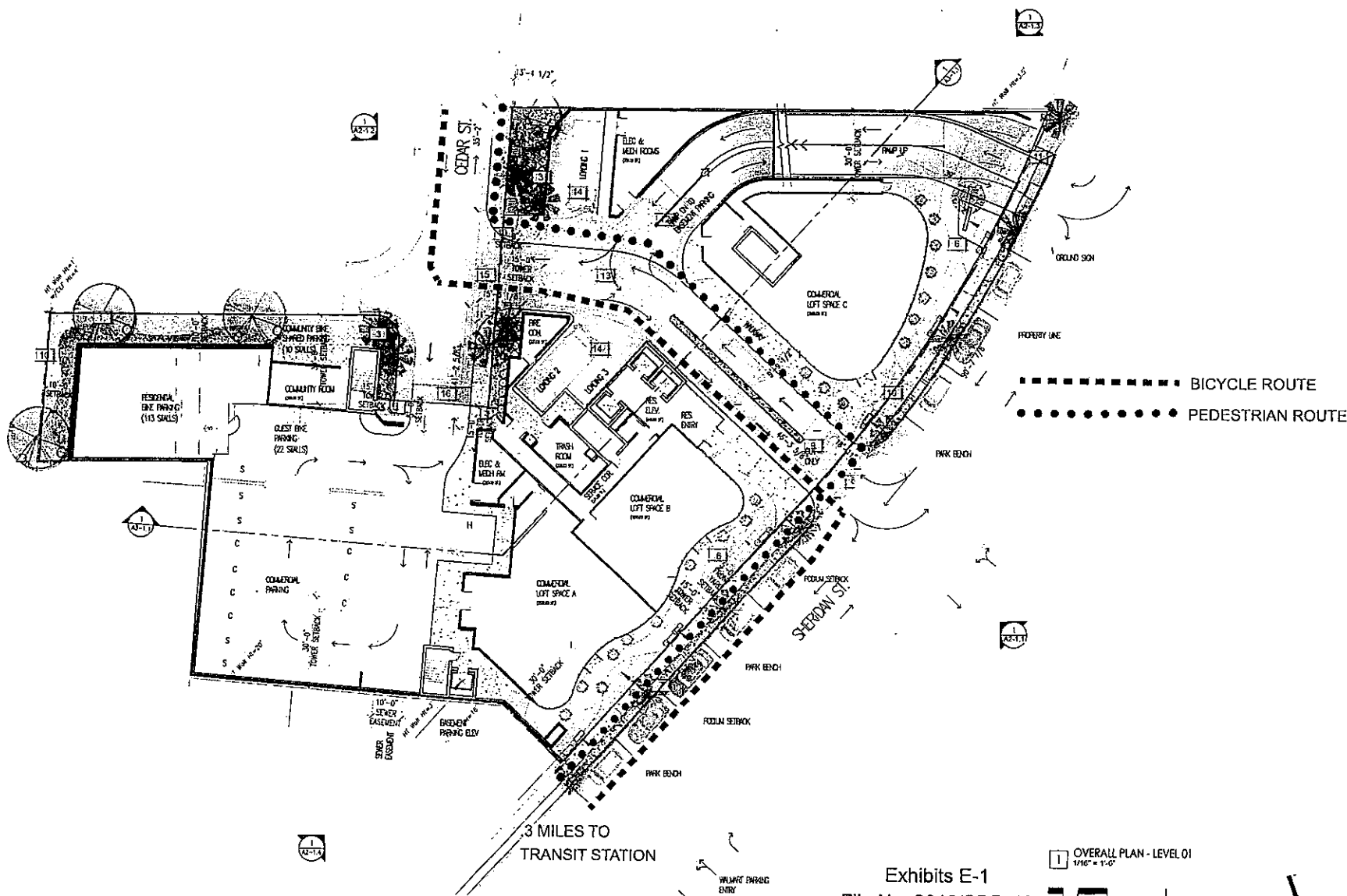
Interim Planned  
Development-Transit  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT # 15028

SHEET TITLE

SHEET NO.

T0-0.6



Exhibits E-1  
File No. 2016/SDD-40

1 OVERALL PLAN - LEVEL 01  
1/16" = 1'-0"

NORTH



ARCHITECT:  
FSC ARCHITECTS  
1000 KALANIANAʻOHE BLVD  
SUITE 200 HONOLULU, HI 96813

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014, Parcel 002, 004, & 011

Interim Planned  
Development-Transit  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT # 15026

SHEET TITLE:  
COMMUNITY  
BENEFIT #2

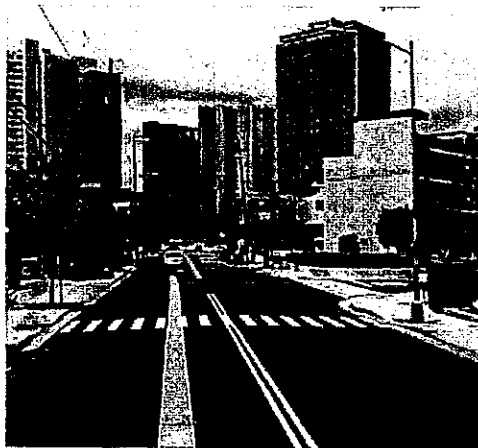
SHEET NO.  
A4-1.4

## SHERIDAN STREET

Sheridan Street runs parallel to Keeaumoku Street, and offers a convenient mauka-makai connection for pedestrians and bicyclists. It mainly serves the Sheridan neighborhood, and connects King Street with Kapiolani Boulevard. Various auto shops and small businesses are located along this street.

### RECOMMENDED MODIFICATIONS INCLUDE:

- Sharrow striping for better motorist awareness of bicycle traffic
- Sidewalk enhancements
- Street trees for shade



Sheridan Street - Existing



Sheridan Street - TOD Plan

Exhibits E-2  
File No. 2016/SDD-40



ARCHITECT:  
180 KONGSOMMAH  
CHANGKONGKONGKONG  
CHANGKONGKONGKONG  
CHANGKONGKONGKONG

180 KONGSOMMAH  
CHANGKONGKONGKONG  
CHANGKONGKONGKONG  
CHANGKONGKONGKONG

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014, Parcel 002, 004, & 011

Interim Planned  
Development Permit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
COMMUNITY  
BENEFIT #2

SHEET NO.  
A4-1.5



NOTE: CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AT ALL TIMES BEFORE PROCEEDING WITH WORK.

PROJECT OWNER:  
WAIL CITY PLAZA

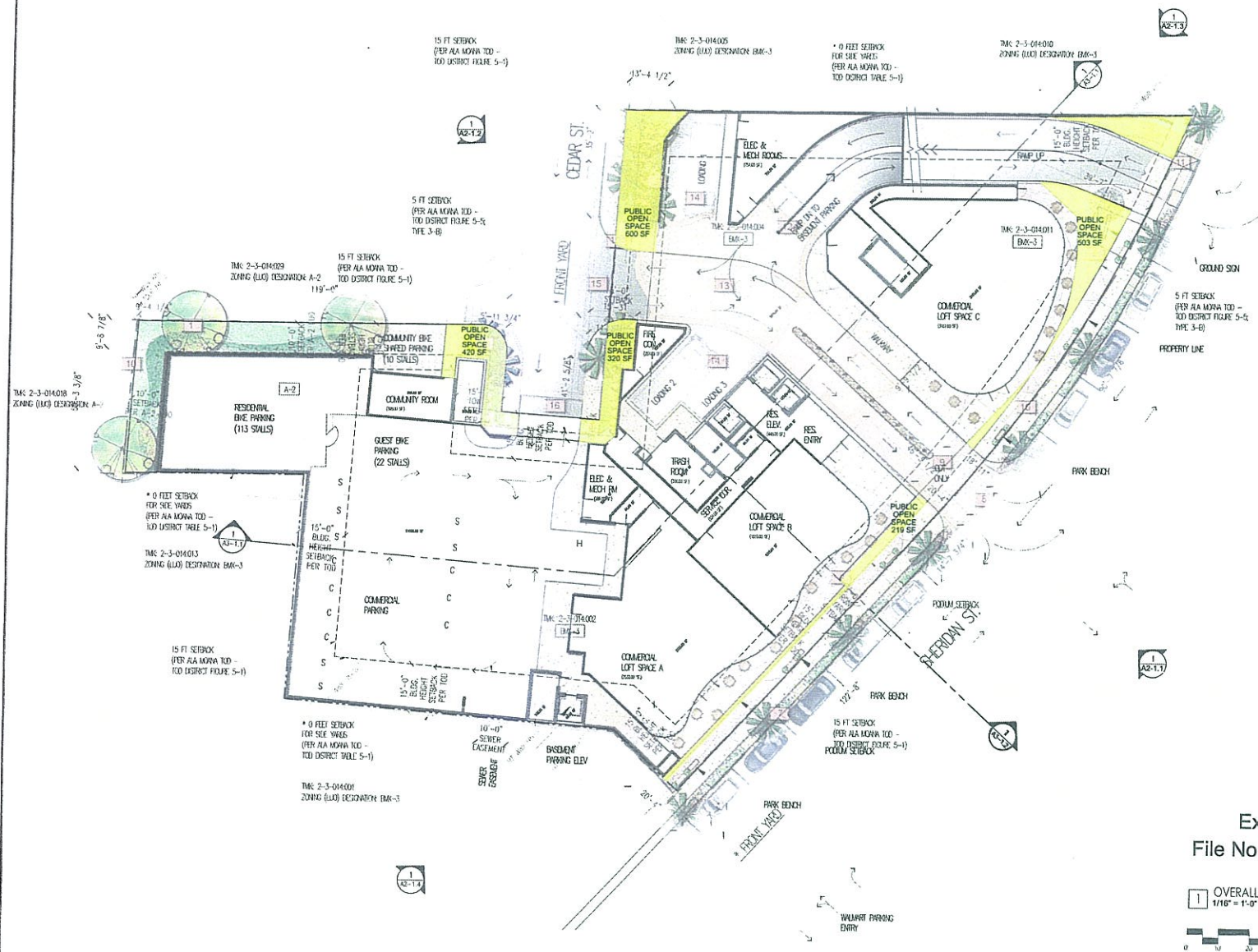
Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

Interim Planned  
Development-Transit  
Application

2016 MAR 08  
2016 APRIL 22  
2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
COMMUNITY  
BENEFIT #4

SHEET NO.  
4-1.8



Exhibits E-3  
File No. 2016/SDD-40

1 OVERALL PLAN - LEVEL 01  
1/16" = 1'-0"

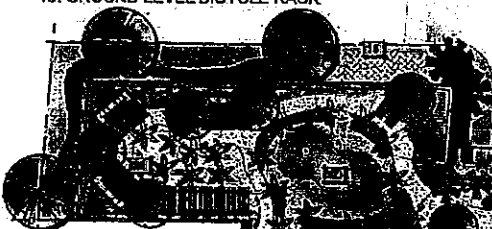


NORTH



# MAP KEY

1. BBQ & OUTDOOR FAMILY AREA
2. PUTTING GREEN
3. CABANA ON RAISED WOOD DECK
4. ADULT & KIDS SWIMMING POOL
5. OPEN AIR WELL TO BE SCREENED W/ BAMBOO HEDGE
6. QUIET ZONE & ROCK GARDEN
7. TOWER
8. PRIVATE DECK
9. OVERFLOW & EVENT LAWN
10. MOUNDED LANDSCAPE SCREEN
11. TOT LOT W/ TRELLIS SHADE STRUCTURE
12. MAIN GROUND LEVEL ENTRY
13. GROUND LEVEL - SIGN WALL LOCATION
14. RAMP TO UPPER LEVEL
15. PROPERTY LINE - TYP.
16. GROUND LEVEL UTILITY ENTRY
17. GROUND LEVEL STRUCTURE PARKING ENTRY
18. GROUND LEVEL BICYCLE RACK



## 1. LANDSCAPE SITE PLAN

SC: 1"=30'-0"

0 15' 30' 60'

### LANDSCAPE NOTES:

1. PROJECT TOTAL LANDSCAPE SQUARE
 

GROUND LEVEL	2690 S.F.
LEVEL 3	80 S.F.
LEVEL 6	6860 S.F.
<b>TOTAL:</b>	<b>9630 S.F.</b>
2. ENTRY LEVEL SIGN BY OTHERS



## HAWAII CITY PLAZA PROPOSED LANDSCAPE CONCEPT

710 SHERIDAN ST. HONOLULU, HI 96814

international

Exhibit F-1  
File No. 2016/SDD-40

JAN 12, 2016



ARCHITECTS

THESE ARCHITECTS HAVE  
OBTAINED A PROFESSIONAL  
LICENSE IN THE STATE OF  
HAWAII

THESE ARCHITECTS HAVE  
OBTAINED A PROFESSIONAL  
LICENSE IN THE STATE OF  
HAWAII

DEVELOPER:

CALIFORNIA INVESTMENT

REGIONAL CENTER, LLC

PROJECT OWNER:

HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014 Paralel 004, 001

Initial Planned  
Development/Track  
Application

DATE 2016 MAR 08

REV. 2016 APRIL 22

REV. 2016 JULY 27

PROJECT # 15026

SHEET TITLE  
LANDSCAPE  
SITE PLAN

SHEET NO.

L-1

# MAP KEY

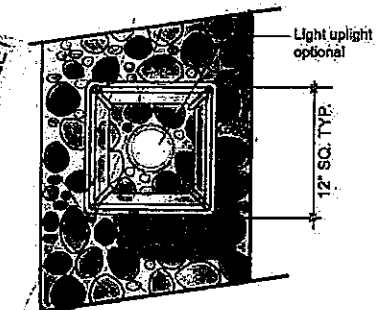
1. FALSE KAMANI TREE
2. INDOOR/ OUTDOOR BICYCLE RACKS
3. FOX TAIL PALM - TYP. ON CEDAR ST. ONLY
4. GROUND FLOOR PARKING
5. FACILITIES TBD - BY OTHERS
6. GOBBLE STONE PATTERN & REST TABLES
7. QUEEN PALM - TYP. ON SHERIDAN ST. ONLY
8. MAIN ENTRY
9. 24" MEDIAN w/ ACCENT FIXTURE  
SEE DRAWING: 2
10. PROPERTY LINE
11. RAMP TO UPPER LEVEL & PORTE COCHERE
12. RAMP TO LOWER LEVEL PARKING
13. MIXED VEHICULAR/ PEDESTRIAN PAVERS - TYP.
14. UTILITY PARKING
15. CEDAR ST. ENTRY TO LOWER PARKING
16. GROUND LEVEL STRUCTURE PARKING ENTRY

## GROUND FLOOR TREE & PALM PLANT LIST

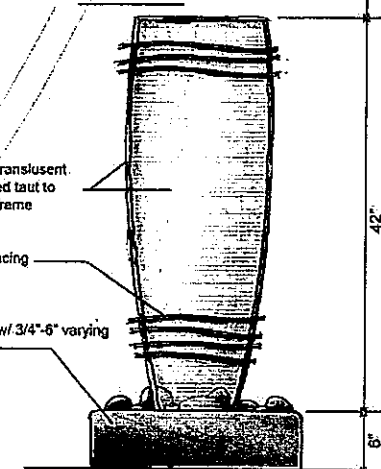
NO.	COMMON NAME	SCIENTIFIC NAME	AMT.	SIZE	NOTES
1	False Kamani	<i>Terminalia catappa L.</i>	4	45 g.c.	Min. 6' trk. ht., 6" Cal.
2	Foxtail Palm	<i>Wodyetia bilurcata</i>	6	25 g.c.	Min. 5' trk. ht. 4" Cal.
3	Queen Palm	<i>Syagrus romanzoffian</i>	8	f.s.	Min. 6' trk. ht. 8" Cal.



1. GROUND FLOOR TREE PLAN



PLAN



2. ELEVATION: MEDIAN ACCENT FIXTURE

SC: NTS.

HAWAII CITY PLAZA PROPOSED LANDSCAPE CONCEPT

1710 SHERIDAN ST. HONOLULU, HI 96814

Exhibit F-2

File No. 2016/SDD-40

JAN 12, 2016

SHEET TITLE  
GROUND FLOOR  
TREE PLAN

SHEET NO.

L-2



ARCHITECT:  
THE HONOLULU ARCHITECTURAL  
FIRM, INC.

FOR CONSTRUCTION:  
HAWAII CITY PLAZA, LLC

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TAK-2-3-014-Parade 002, 004, & 011

Intention Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15928



# GROUND FLOOR SHRUB PLANT LIST

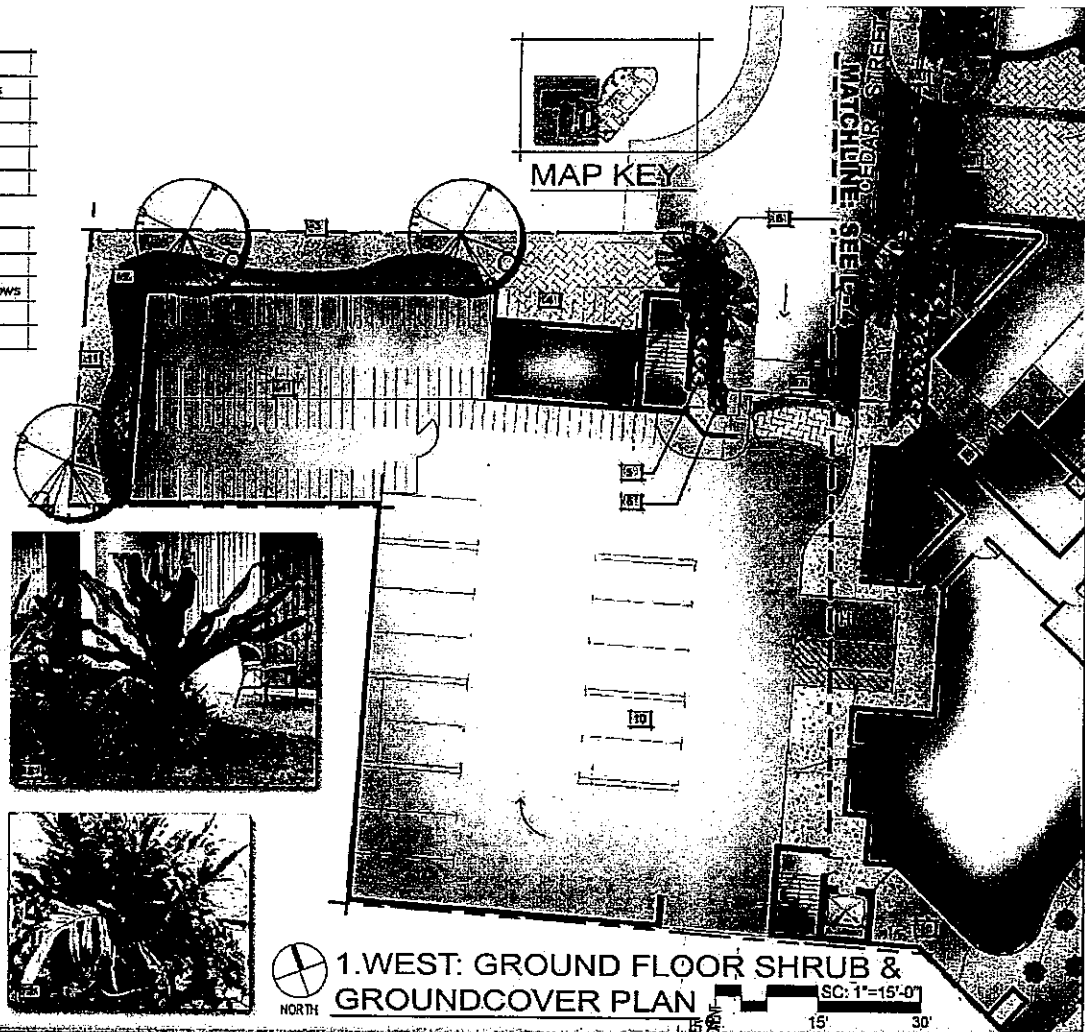
NO.	COMMON NAME	SCIENTIFIC NAME	AMT./ SIZE/ DESCRIPTION
1	Red 'Kimi' Ginger	<i>Alpinia purpurata</i>	110 ea., 3 g.c. @ 30" o.c., staggered rows
2	Red 'Lili'oe' Ti	<i>Cordyline fruticosa</i>	36 ea., 3 g.c. @ 12" o.c., clustered
3	Queen Emma Spider Lily	<i>Croton aurantium</i>	64 ea., 3 g.c. @ 24" o.c., staggered rows
4	Yellow Daylily	<i>Heliconia 'Hyperion'</i>	40 ea., 1 g.c. @ 8" o.c., clustered
5	Tiara Gardenia Hedge	<i>Gardenia taitensis</i>	60 ea., 3 g.c. @ 30" o.c.,

# GROUND FLOOR GROUND COVER PLANT LIST

NO.	COMMON NAME	SCIENTIFIC NAME	AMT./ SIZE/ DESCRIPTION
1	St. Augustine grass	<i>Stenotaphrum secundatum</i>	720 s.f. Hydro Spray
2	Dwarf Lauae Fern	<i>Phymatosorus grossus</i>	280 ea., 4" pots @ 16" o.c. staggered rows
3	Dwarf Pittosporum	<i>Pittosporum tobira 'Nana'</i>	180 ea., 3 g.c. @ 24" o.c., clustered
4	Mondo Grass	<i>Ophiopogon japonicus</i>	120 s.f. Sprigs & 3" o.c., staggered rows

## MAP KEY

1. ST. AUGUSTINE GRASS
2. DWARF LAUAE FERN
3. PROPERTY LINE
4. INDOOR/ OUTDOOR BICYCLE RACKS
5. ASSORTED GINGERS, TYP.
6. DWARF PITTOSPORUM
7. GROUND LEVEL STRUCTURE PARKING ENTRY
8. QUEEN EMMA SPIDER LILY & ACCENT RED TI
9. CEDAR ST. ENTRY TO LOWER PARKING
10. TO SHERIDAN ST. SEATING



HAWAII CITY PLAZA PROPOSED LANDSCAPE CONCEPT

710 SHERIDAN ST. HONOLULU, HI 96814

Exhibit F-3  
File No. 2016/SDD-40

JAN 12, 2016



ARCHITECT:  
THE ARCHITECTURAL  
FIRM OF HONOLULU, HI  
1000 KALANIANA'OLA  
DRIVE, SUITE 200  
HONOLULU, HI 96813

FOR GROUND COVER  
AND SHRUB PLANTING  
RECOMMENDATIONS

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
THK 2-3-014; Panels 002, 004, & 011

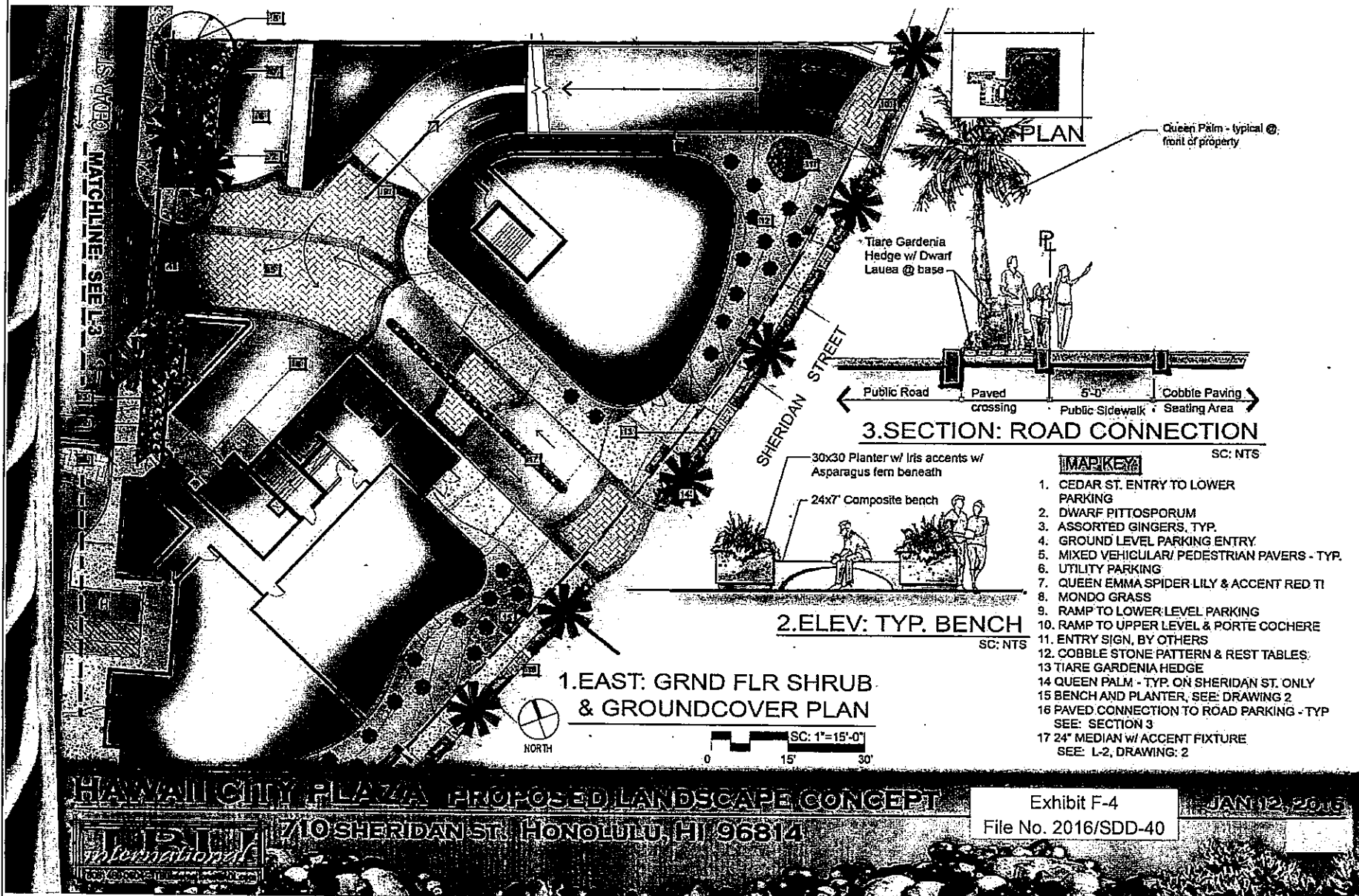
Interim Planned  
Development-Permit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
WEST: GROUND  
FLOOR SHRUB &  
GROUND COVER  
PLAN

SHEET NO.  
L-3





ARCHITECT:  
TERRACON CONSULTING  
ARCHITECTS  
1000 KALANOAUE AVENUE  
SUITE 1000  
HONOLULU, HI 96813

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TAK-2-3-014-Permits 002, 004, & 011

Interim Planned  
Development Permit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27

PROJECT # 15028

SHEET TITLE  
EAST: GROUND  
FLOOR SHRUB &  
GROUND COVER  
PLAN

SHEET NO.  
L-4

Exhibit F-4  
File No. 2016/SDD-40

JAN 12, 2016

HAWAII CITY PLAZA PROPOSED LANDSCAPE CONCEPT

710 SHERIDAN ST. HONOLULU, HI 96814





## RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE DEVELOPMENT OF THE HAWAII CITY PLAZA CONDOMINIUM DEVELOPMENT PROJECT.

WHEREAS, on July 5, 2016, the Department of Planning and Permitting (DPP) accepted the application of Hawaii City Plaza Condominium Development project (File No. 2016/SDD-40), herein referred to as the "Applicant", for an Interim Planned Development-Transit (IPD-T) Permit to redevelop approximately 39,520 square feet of land with a mixed use residential and commercial project in the Ala Moana neighborhood (the "Project"), and identified as Tax Map Keys: 2-3-14: 2, 4, and 11, as shown on Exhibit A-1. The Project will include the demolition of single- and two-story warehouse structures and the development of a 250-foot-high mixed use tower with 164 multi-family dwelling units (33 units are affordable), roof gardens, community room, ground floor eating and drinking establishments, outdoor dining areas, parking podium, 209 bicycle parking spaces, publicly-accessible ground-level improvements, and various right-of-way improvements. The Project site is in the A-2 Medium-Density Apartment and BMX-3 Community Business Mixed Use Districts and is within a quarter mile of the future transit station in the Ala Moana neighborhood (Exhibits B-2 through F-4); and

WHEREAS, on September 1, 2016, the DPP held a Public Hearing which was attended by the Applicant, its representatives and Agent, and approximately 22 members of the public, of whom three provided testimony; and

WHEREAS, on October 18, 2016, the DPP, having duly considered all evidence and reports of said Public Hearing and the review guidelines established in Sections 21-2.110-2 and 21-9.100-5 of the Land Use Ordinance (LUO), completed its report and transmitted its findings and recommendation of approval to the Council; and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits B-2 through F-4, and is further described in the findings and recommendation of approval, all of which are incorporated herein by this reference; and

WHEREAS, the City Council, having received the findings and recommendation of the DPP on \_\_\_\_\_, having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,

DPPSDD40.R16

D 714



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## RESOLUTION

---

BE IT RESOLVED by the Council of the City and County of Honolulu that the conceptual plan for the IPD–Transit Project is approved under the following conditions:

- A. The maximum permitted floor area ratio (FAR) for the Hawaii City Plaza Condominium Development shall be 5.0 or 197,600 square feet.
- B. The maximum height of the Project shall be 250 feet.
- C. No more than 251 off-street parking stalls shall be provided on the site.
- D. The Project may encroach into the street and yard setbacks and exceed the maximum building area as shown on the approved conceptual plans and drawings attached hereto as Exhibits B-2 through F-4.
- E. Rooftop structures shall conform to Land Use Ordinance (LUO) Section 21-4.60(c). The plans shall be revised to show all proposed rooftop elements comply with this section.
- F. The Application shall provide 20 percent of all units or 33 dwelling units, whichever is greater, as affordable housing units. The units for sale, with 50 percent being provided at 100 percent Area Median Income (AMI) and 50 percent being provided between 100 percent and 120 percent AMI, and shall remain affordable for a minimum of 30 years from the time the Certificate of Occupancy (CO) is issued.
- G. Landscaping shall not be required in the five-foot front yard, provided site landscaping is installed pursuant to an approved landscape plan.
- H. The Applicant shall provide a safe, well-lit, paved pedestrian, bicyclist, and vehicular pathway along the private driveway.
- I. Any dewatering and soil removal and disposal shall be conducted in accordance with the Department of Health guidelines.
- J. Prior to issuance of the CO, the Applicant shall provide safety measures around the building and garage, such as security service and a camera surveillance system that can produce a readable image of the vehicle's license plate and identifiable facial images to aid in the investigation of criminal activities that may occur on the site. The Applicant shall submit photos to the Land Use Permit Division (LUPD) as proof of installation.



## RESOLUTION

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- K. An archaeological inventory survey shall be completed and submitted to the Department of Land and Natural Resources – State Historic Preservation Division (SHPD) for review and approval.
- L. In the event that subsurface historic resources, including human skeletal remains, structural remains, cultural deposits, artifacts, sand deposits, or sink holes are identified during the demolition and/or construction activities, all work shall cease in the immediate vicinity of the find. The Applicant shall protect the find from additional disturbance and contact the SHPD immediately. Without any limitation to any other condition found herein, if any burials or archaeological or historic sites are discovered during the course of construction of the Project, all construction activity in the vicinity of the discovery shall stop until the issuance of an archaeological clearance from the SHPD that mitigation measures have been implemented to its satisfaction.
- M. Prior to approval of a building permit for demolition of existing structures, the Applicant shall provide the following:
  - 1. A timeline or phasing plan of the anticipated dates to obtain major building permit(s) for demolition/construction work, including the projected date of occupancy, shall be prepared by the applicant in a format acceptable to the DPP. The time line should identify when the Construction Management Plan (CMP), the Traffic Management Plan (TMP), updates and/or validation to the findings of the initial Traffic Impact Analysis Report (TIAR) dated February 9, 2016 and off-site roadway work will be submitted for review and approval in relation to when approvals for construction plans, building and occupancy permits will be necessary. Typically, the CMP should be submitted for review and approval prior to the issuance of demolition/building permits for major construction work. The TMP or subsequent updates should be submitted and approved prior to the issuance of the (temporary) Certificate of Occupancy. A post TIAR, including supplemental studies or subsequent updates, should be submitted and approved approximately one year after the (temporary) CO. A new TIAR may be required if there is a significant change to the scope or timing of the major work items contained in the initial report.
  - 2. The CMP shall identify the type, frequency and routing of heavy trucks, and construction related vehicles. Every effort shall be made to minimize impacts from these vehicles and related construction activities. The CMP should identify and limit vehicular activity related to construction to periods outside of the peak periods of traffic, utilizing alternate routes for heavy

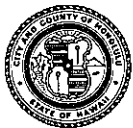


## RESOLUTION

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trucks, provisions for either on-site or off-site staging areas for construction related workers and vehicles to limit the use of on-street parking around the Project site and other mitigation measures related to traffic and potential neighborhood impacts. Preliminary or conceptual traffic control plans should also be included in the CMP. The Applicant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as restriping, road resurfacing and/or reconstruction if the condition of the roadways has deteriorated as a result of the related construction activities.

3. A TMP shall include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by residents and employees. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar TDM measures. A pedestrian and bicycle circulation plan should also be included to provide accessibility and connectivity to and along the surrounding public sidewalks and at street intersections, as it relates to complete streets initiatives. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of the various TDM strategies identified in the initial report.
- N. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution and assignment contained in the initial TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to this development, the Applicant will be required to implement these measures. If the findings of the post TIAR is inconclusive, a follow-up study may be required within a year of this post study, as necessary.
- O. Construction plans for all work within or affecting public streets should be submitted for review and approval. Traffic control plans during construction should also be submitted for review and approval, as required. Vehicular access points shall be constructed as standard City dropped driveways. Adequate vehicular sight distance shall be provided and maintained at all driveways to pedestrians and other vehicles. Driveway grades shall not exceed 5 percent (5 percent) for a minimum distance of 25 feet from the back of the designated pedestrian walkway. The road cross-section along the frontage of the project on Sheridan Street shall remain consistent with the rest of the street. Entry gates and ticket dispensers should be recessed as far into the driveway as necessary to avoid any queuing onto public streets. All loading and parking areas shall be designed such that vehicles enter and exit, front first.



## RESOLUTION

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- P. Prior to the issuance of a building permit for the superstructure or building shell, the Applicant shall submit all construction plans and drawings to the DPP's Civil Engineering and Wastewater Branch for review and approval for compliance with drainage, grading, and sewer line requirements and recommendations.
- Q. Prior to submittal of a building permit application, the Applicant shall:
1. Complete an agreement with Bikeshare Hawaii to design, implement, fund, construct, and maintain a bikeshare station at the site, and shall fund the required equipment for the bike share station.
  2. Submit revised plans showing:
    - a. The new driveway apron on Sheridan Street closest to Rycroft Street that does not abut the existing catch basin and is relocated at least two feet away from the basin;
    - b. The transparent windows along the community room frontage; and
    - c. The revised podium walls showing architectural features and designs to provide visual relief along the sides of the podium that face the rear and side yards and Cedar Street. There shall be no continuous blank walls along the expanse of Levels 1 through 5.
  3. Submit revised landscape plans for review and approval by the DPP's Land Use Permits Division (LUPD) to show the new street trees along Sheridan Street that provide shade.
  4. Submit a revised parking plan for review and approval by the DPP's LUPD to:
    - a. Identify the new off-street parking count;
    - b. Allow for all vehicles to enter and exit the loading stalls in a front-facing manner; and
    - c. Show entry gates and ticket dispensers that are recessed into the driveway as far as necessary to avoid any queuing onto public streets.



## RESOLUTION

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5. Submit a bicycle parking plan for review and approval by the DPP's LUPD to:
    - a. Identify the new location of the bicycle stalls on ground level and Levels 2 through 5;
    - b. Identify the short- and long-term parking spaces; and
    - c. Identify the new location of the bikeshare station.
  6. Submit a draft declaration of restrictive covenant that ensures use of the private driveway will be maintained 24 hours of the day, 7 days of the week for the life of the structure, for review and approval by the Director of the DPP. Upon approval of the draft document, an executed restrictive covenant shall be submitted to the DPP's LUPD.
  7. Submit civil drawings to the Honolulu Fire Department (HFD) for their review and approval.
- R. The Applicant shall conduct and implement the recommendations of the wind study.
- S. The Applicant shall design and submit a wayfinding sign plan for review and approval of the Director of the DPP, and then install the approved wayfinding signage prior to the issuance of a CO.
- T. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- U. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City/State for maintenance.
- V. Approval of this Interim Planned Development-Transit Permit does not constitute compliance with other Land Use Ordinance or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project approved under this permit comply with all applicable Land Use Ordinance and other governmental provisions and requirements.



## RESOLUTION

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- W. The Project shall receive a development permit for the proposed development within five years of the date of this permit. Failure to obtain a development permit within this period shall render this permit null and void, provided that this period may be extended as follows:

The Director of the DPP may extend this period if the Applicant demonstrates good cause, but the period shall not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion. If the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which shall include the Director's findings and recommendations thereon. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution. If the Council fails to take final action on the proposed extension within the first to occur of:

1. 60 days after receipt of the Director's report; or
  2. The Applicant's then-existing deadline for obtaining a building permit, the extension shall be deemed to be denied.
- X. Construction shall be in general conformity with the plans on file with the DPP. Any change in the size or nature of the Project which significantly alters the proposed development shall require a new application. Any change which does not significantly alter the proposed Project shall be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of the DPP.

BE IT FURTHER RESOLVED that the Council finds as follows with respect to the conceptual plan for the Project, as conditioned herein:

- A. The Project concept, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public;
- B. The requested Project boundaries and requested flexibility with respect to development standards are consistent with the objectives of Transit-Oriented Development and the provisions enumerated in Section 21-9.100-4; and
- C. Upon implementation of the conditions of approval, the requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed.





**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

No. \_\_\_\_\_

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## RESOLUTION

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BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the Clerk be and is directed to transmit copies of this resolution to Arthur D. Challacombe, Acting Director, of the Department of Planning and Permitting, 650 South King Street, 7<sup>th</sup> Floor, Honolulu, Hawaii 96813; Hawaii City Plaza LP, 1585 Kapiolani Boulevard, Suite 1215, Honolulu, Hawaii 96814; and FSC Architects (James G. Freeman), 31 Merchant Street, Suite 208, Honolulu, Hawaii, 96813.

INTRODUCED BY:

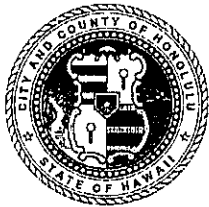
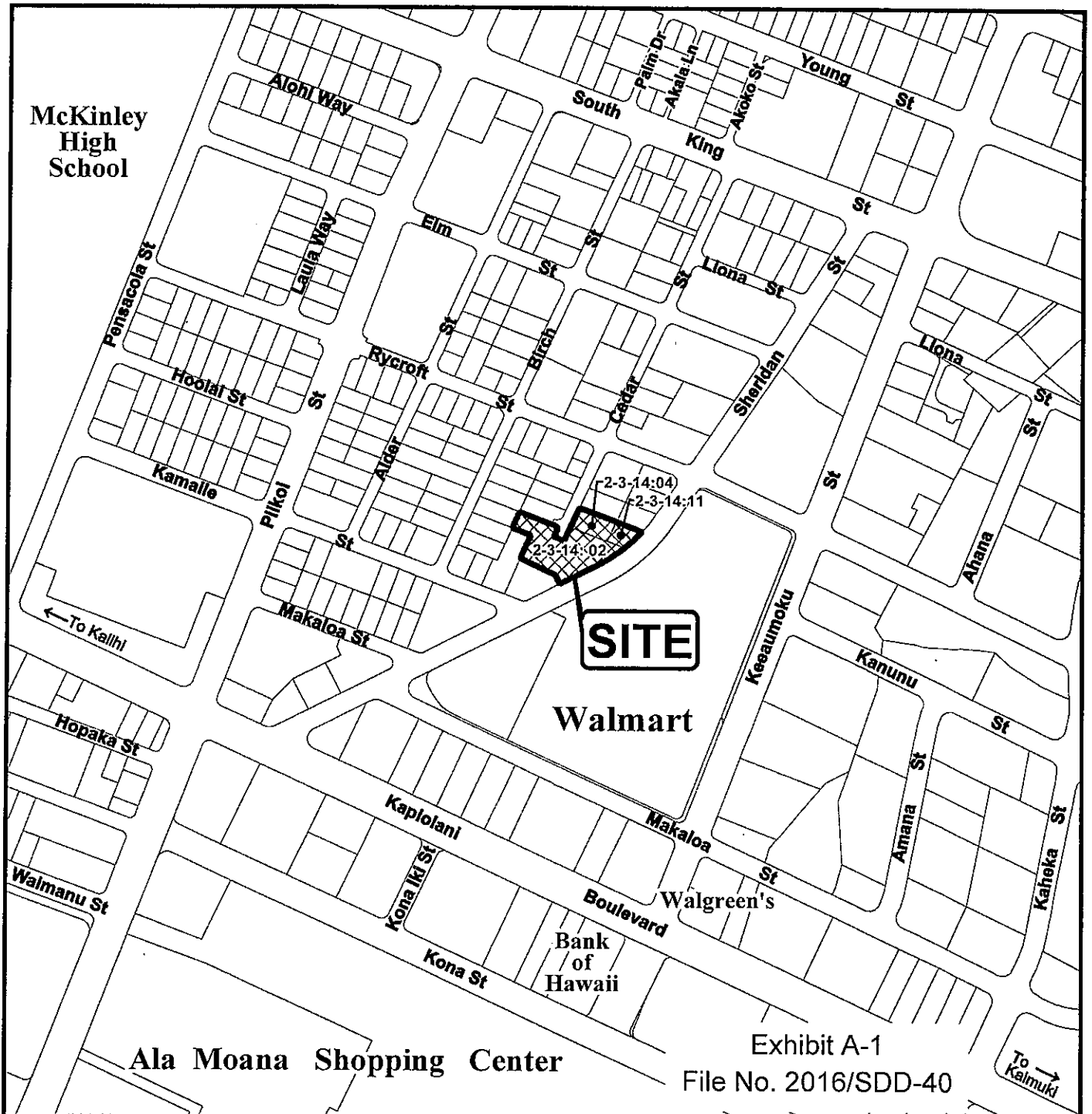
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DATE OF INTRODUCTION:

\_\_\_\_\_  
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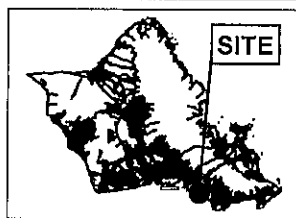
\_\_\_\_\_  
Honolulu, Hawaii

\_\_\_\_\_  
Councilmembers



400 200 0 400

Scale in Feet



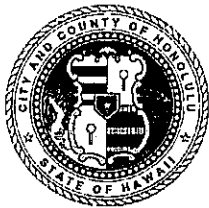
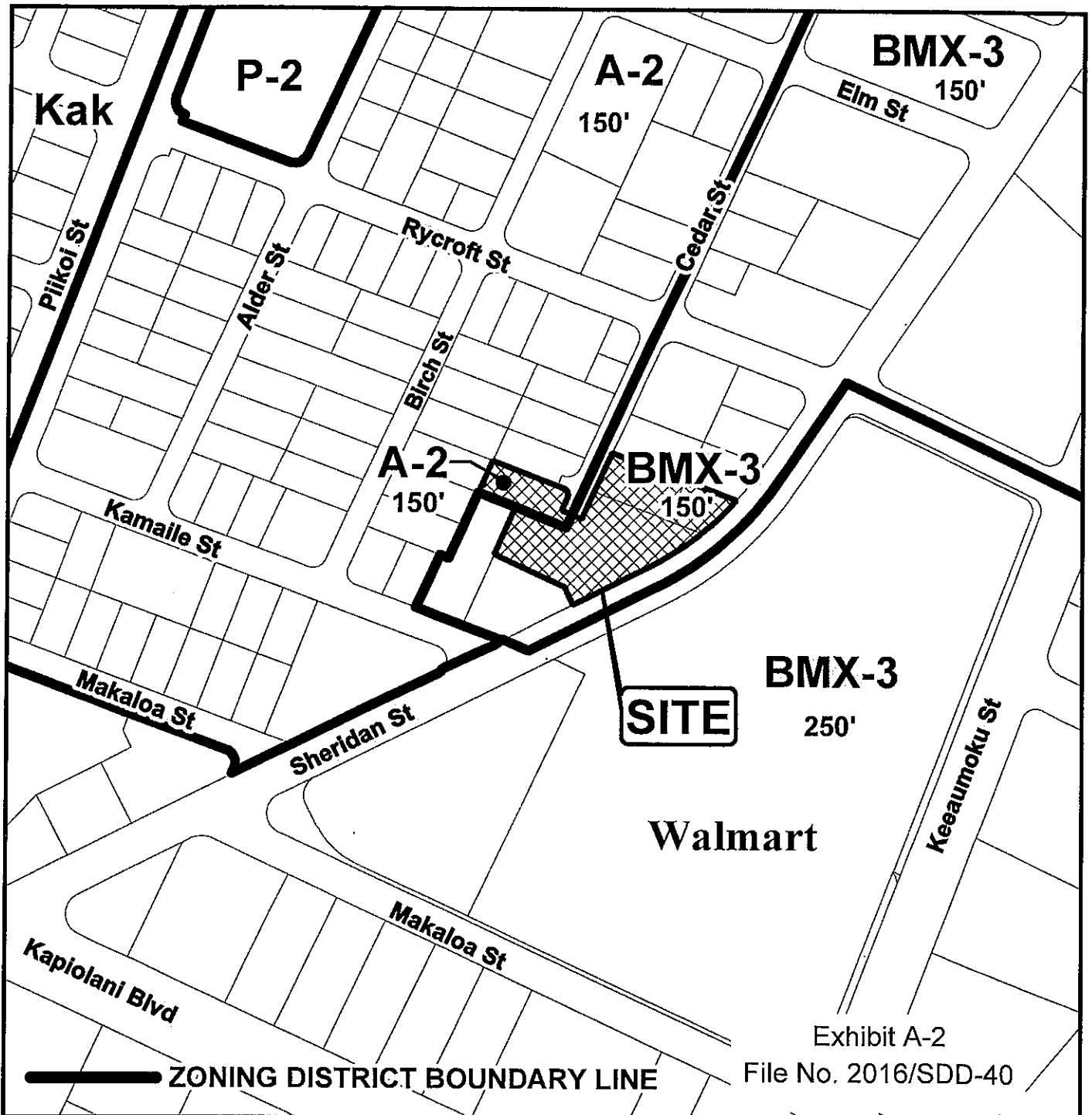
VICINITY MAP



## LOCATION MAP KEWALO, HONOLULU

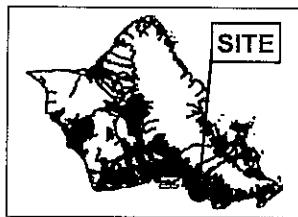
TAX MAP KEY(S): 2-3-14: 02, 04 & 11

FOLDER NO.: 2016/SDD-40



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Scale in Feet



VICINITY MAP



PORTION OF  
**ZONING MAP**  
**NUUANU - McCULLY**

TAX MAP KEY(S): 2-3-14: 02, 04 & 11

FOLDER NO.: 2016/SDD-40

# LEGEND

## FLOOD ZONES

1% Annual Chance Flood ( 100 Year Flood):  
AE = Base Flood Elevation Determined

Other:

X = Outside 0.2% Annual Chance Flood Plain



Base Flood Elevation in Feet

0362G  
1/19/2011

FIRM Panel

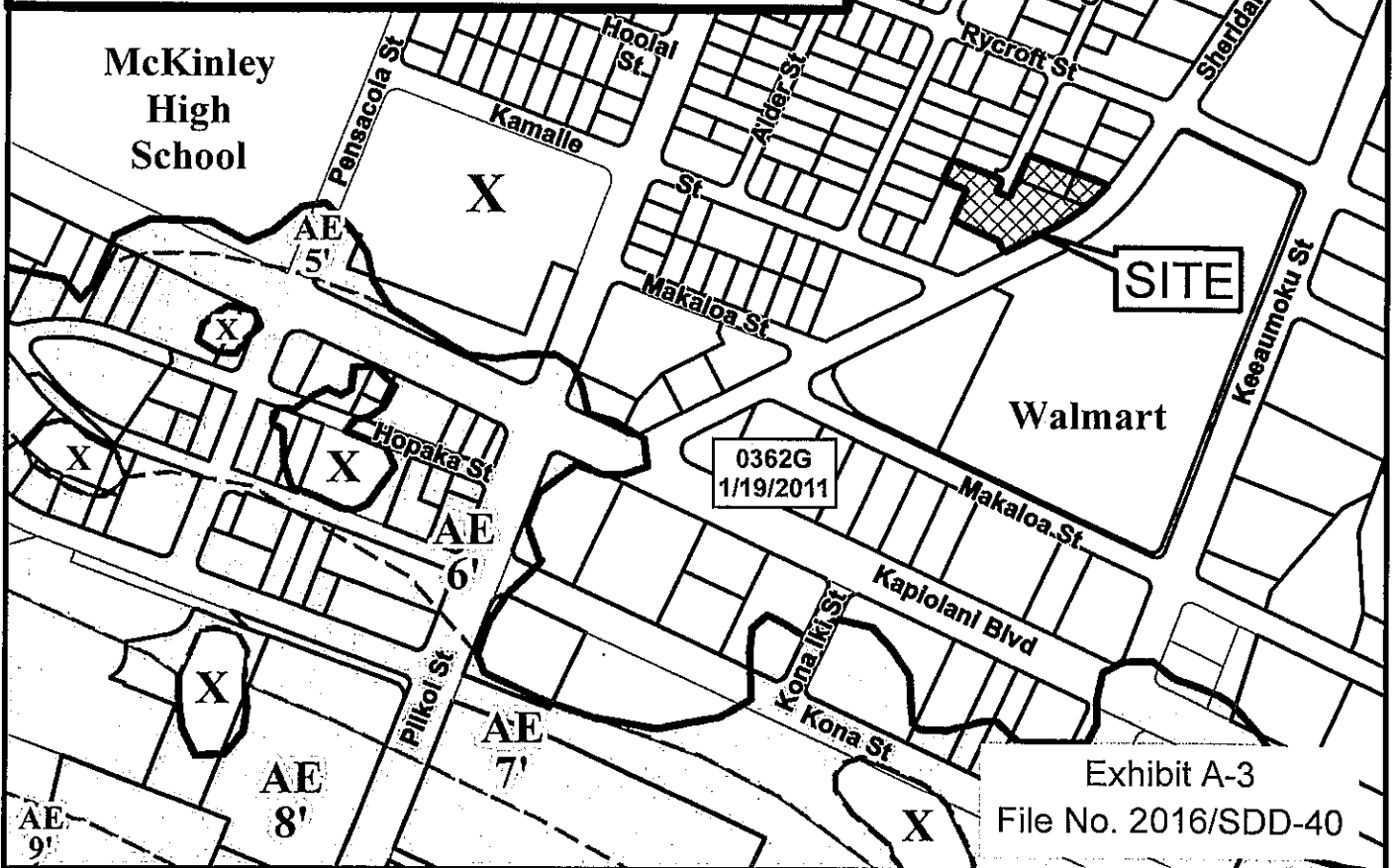
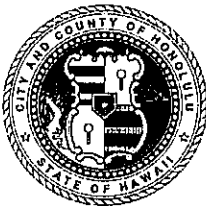
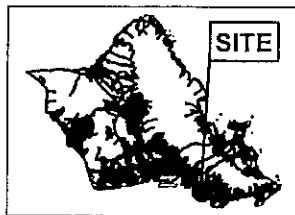


Exhibit A-3  
File No. 2016/SDD-40



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Scale in Feet



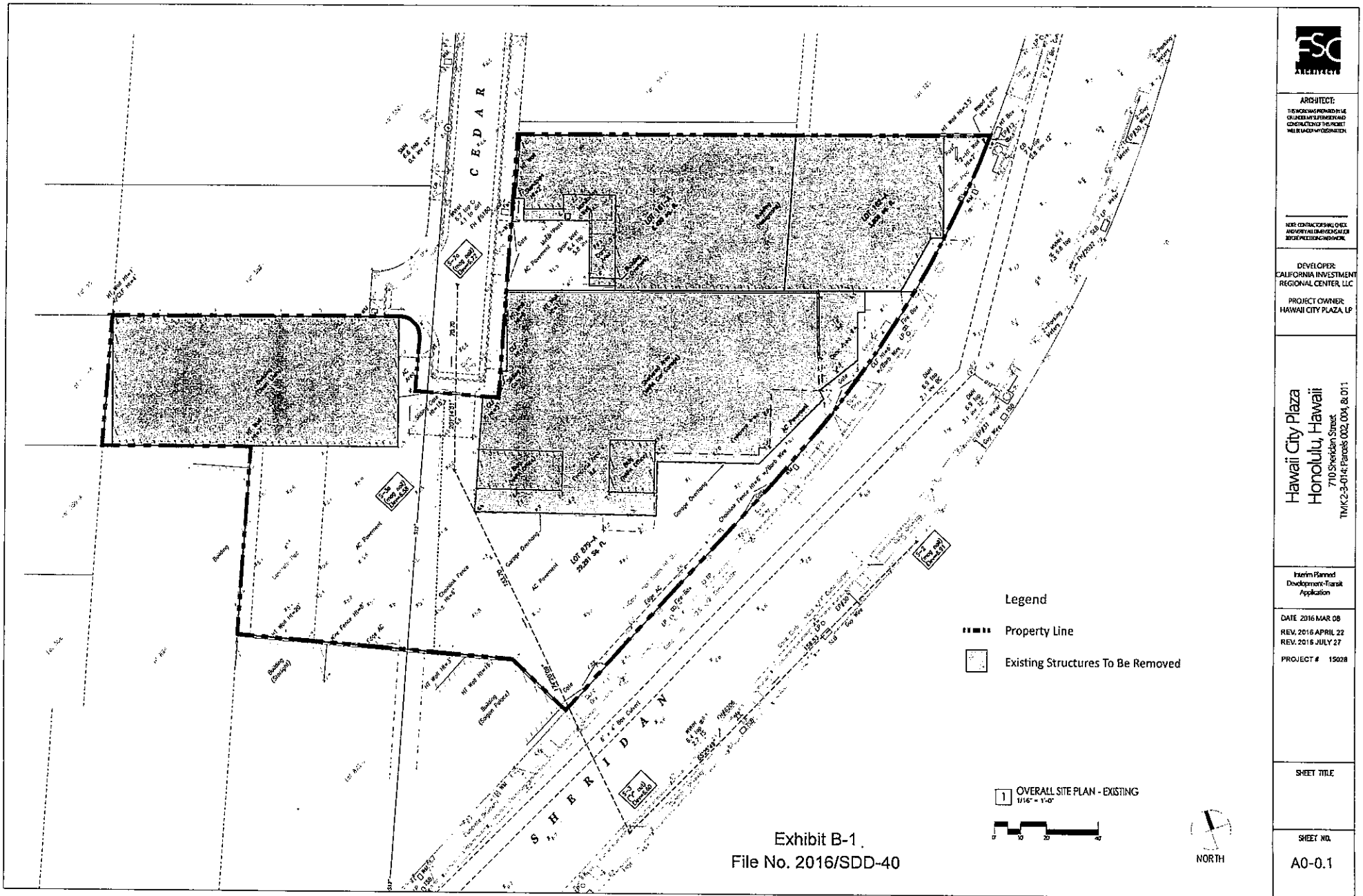
VICINITY MAP



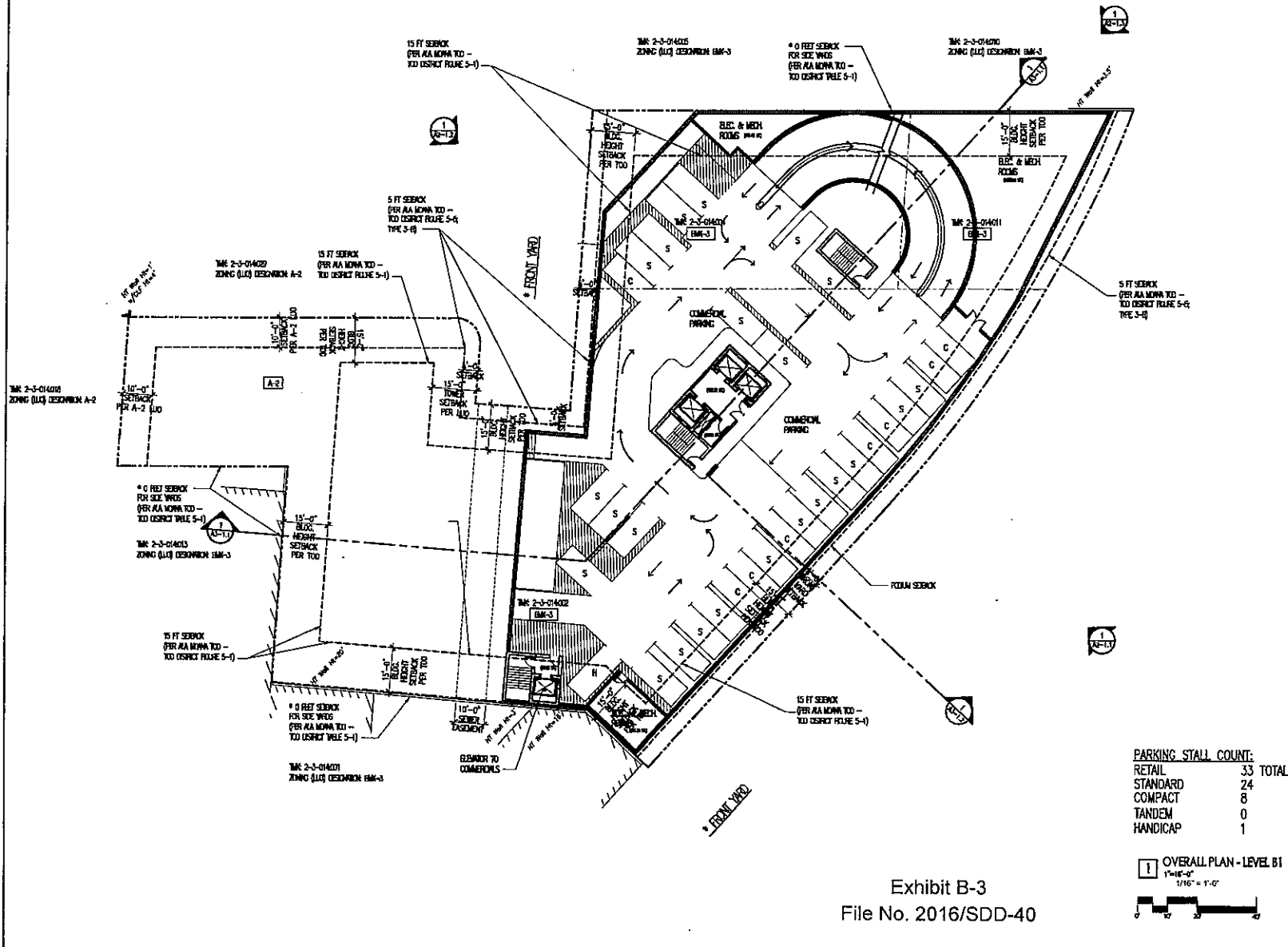
## PORTION OF FLOOD HAZARD MAP FIRM PANEL 362G

TAX MAP KEY(S): 2-3-14: 02, 04 & 11

FOLDER NO.: 2016/SDD-40







1. FALSE KAMANI TREE
2. INDOOR/ OUTDOOR BICYCLE RACKS
3. FOX TAIL PALM - TYP. ON CEDAR ST. ONLY
4. GROUND FLOOR PARKING
5. FACILITIES TBD - BY OTHERS
6. COBBLE STONE PATTERN & REST TABLES
7. QUEEN PALM - TYP. ON SHERIDAN ST. ONLY
8. MAIN ENTRY
9. 24" MEDIAN w/ ACCENT FIXTURE  
SEE DRAWING: 2
10. PROPERTY LINE
11. RAMP TO UPPER LEVEL & PORTE COCHERE
12. RAMP TO LOWER LEVEL PARKING
13. MIXED VEHICULAR/ PEDESTRIAN PAVERS - TYP.
14. UTILITY PARKING
15. CEDAR ST. ENTRY TO LOWER PARKING
16. GROUND LEVEL STRUCTURE PARKING  
ENTRY

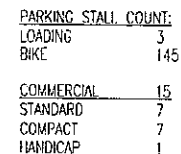
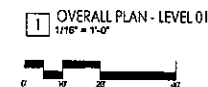


Exhibit B-4  
File No. 2016/SDD-40



FSC  
ARCHITECTS

**ARCHITECT:**  
THE WORK WAS PREPARED BY ME  
OR UNDER MY SUPERVISION AND  
CONSTRUCTION OF THIS PROJECT  
WILL BE IN MY COORDINATION.

**DEVELOPER:**  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

**PROJECT OWNER:**  
HAWAII CITY PLAZA, LP

Hawai'i City Plaza  
Honolulu, Hawai'i  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

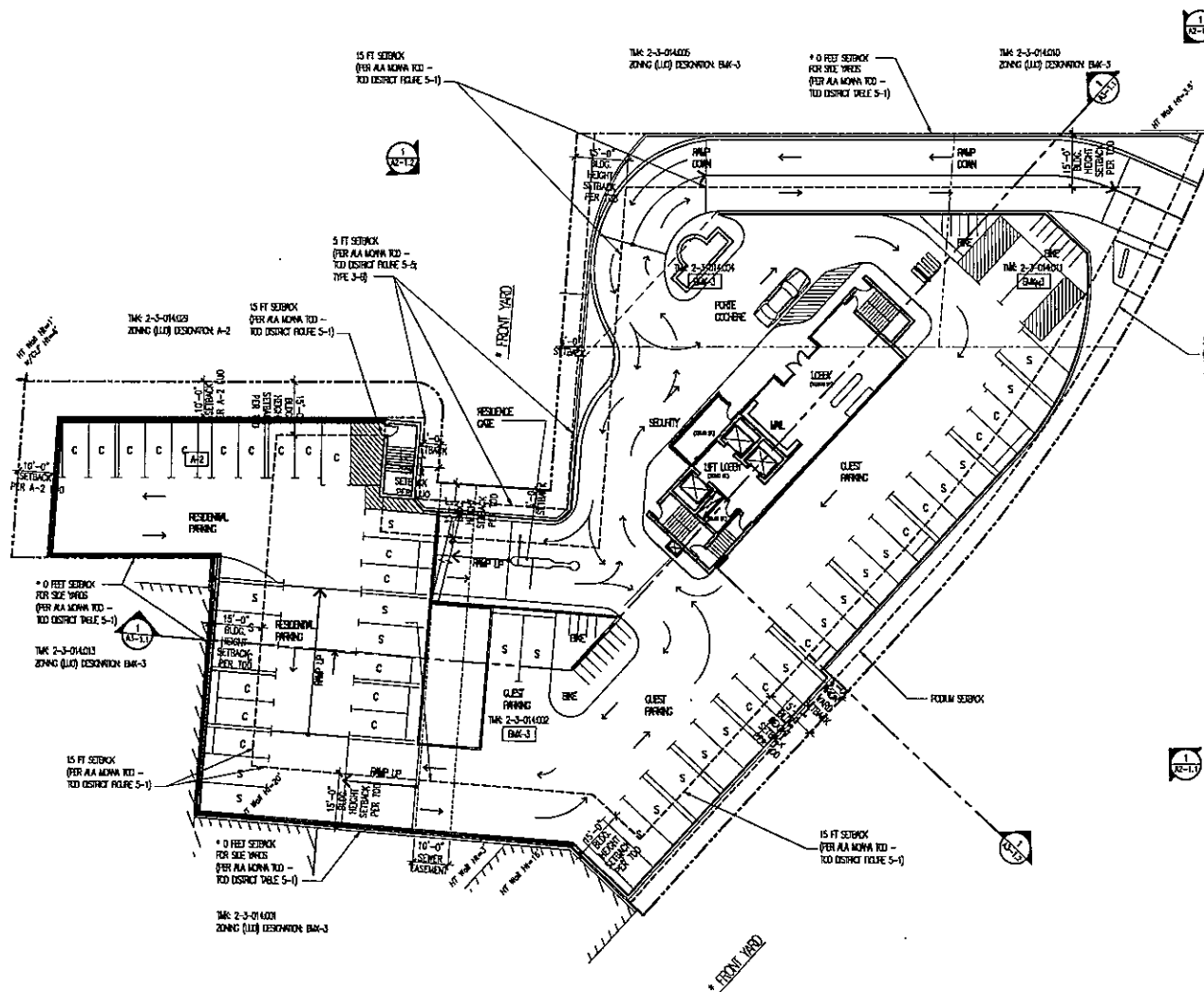
Interim Planned  
Development-Trail  
Application

DATE 2016 MAR 09  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15026

SHEET TITLE  
OVERALL PLAN:  
LEVEL 01

SHEET NO.  
A1-1.3





**PARKING STALL COUNT:**

GUEST	26
RESIDENCE	26
BIKE	22

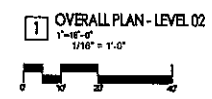


Exhibit B-5  
 File No. 2016/SDD-40



ARCHITECT  
 100 KOWLOO DRIVE  
 SUITE 100  
 HONOLULU, HAWAII 96813

FOR CHANGES, PLEASE  
 CONTACT THE ARCHITECT  
 AT THE FOLLOWING PHONE NUMBER

DEVELOPER: CALIFORNIA INVESTMENT  
 REGIONAL CENTER, LLC  
 PROJECT OWNER:  
 HAWAII CITY PLAZA, LP

**Hawaii City Plaza**  
**Honolulu, Hawaii**  
 710 Sheridan Street  
 TMC 2-3-014, Panels 002, 004, & 011

Initial Planned  
 Development Permit  
 Application

DATE 2016 MAR 08  
 REV. 2018 APRIL 22  
 REV. 2018 JULY 27  
 PROJECT # 15028

SHEET TITLE  
 OVERALL PLAN:  
 LEVEL 02

SHEET NO.  
 A1-1.4

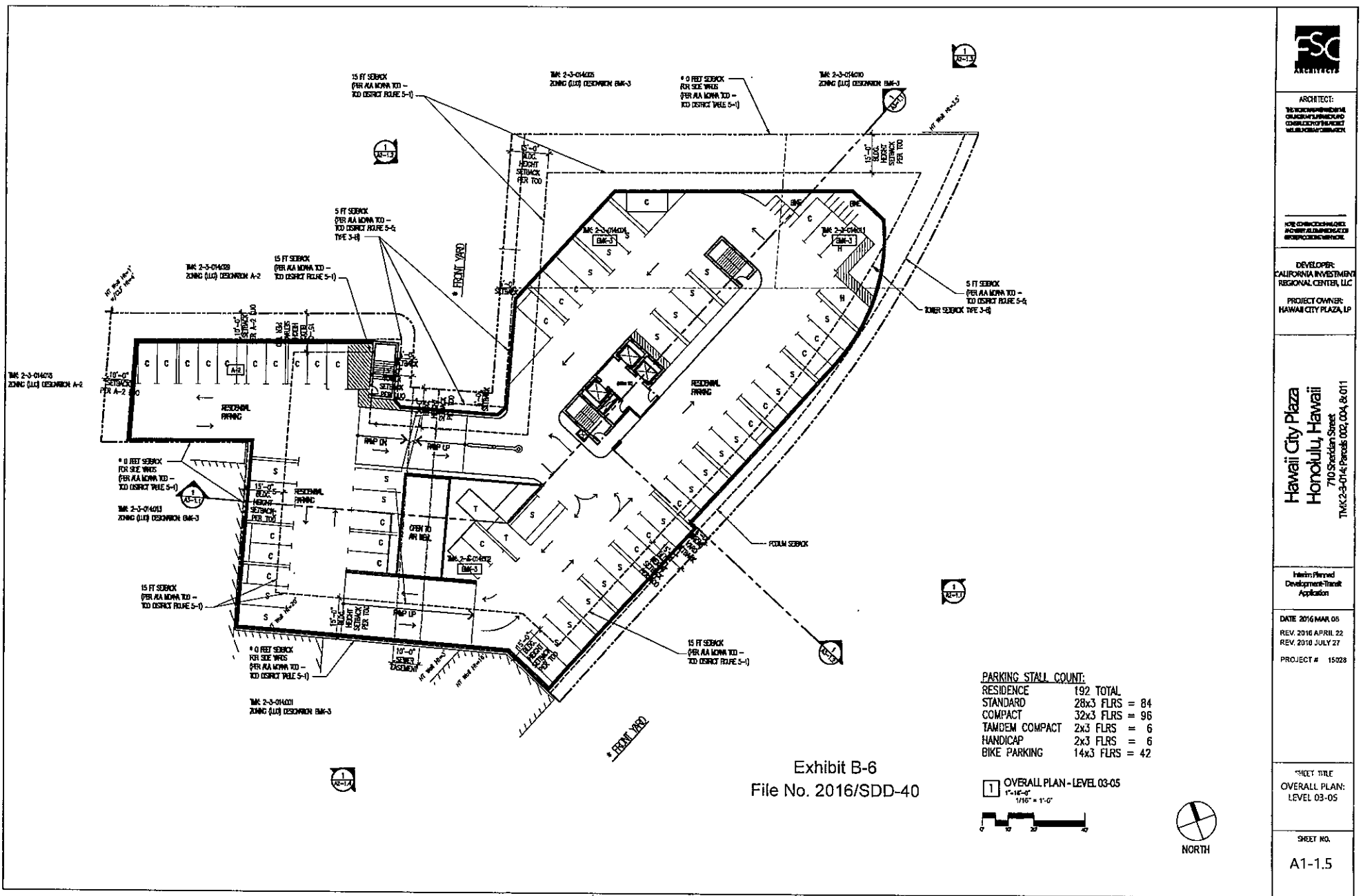


Exhibit B-6  
File No. 2016/SDD-40



ARCHITECT:  
THE WORKS ARCHITECTURAL  
CONSULTANTS, INC.  
1000 KALANOA DRIVE, SUITE 100  
HONOLULU, HAWAII 96813

NOTE: OWNER'S RESPONSIBILITY  
FOR OBTAINING ALL NECESSARY  
PERMITS AND APPROVALS.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014: Parcel 002, 004, & 011

Intentional  
Development-Transit  
Application

DATE: 2016 MAR 05  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT #: 15028

SHEET TITLE:  
OVERALL PLAN:  
LEVEL 03-05

SHEET NO.  
A1-1.5

1. PROPERTY LINE
2. CABANA w/ BBQ PIT & SEATING
3. MANILA PALM
4. GROUP REST TRELLIS w/ FIXED SEATING
5. PUTTING GREEN
6. REST CABANA ON WOOD DECK
7. SINGAPORE PLUMERIA IN RAISED PLANTER
8. KIDS & ADULT POOL
9. FIJI FAN PALM IN PLANTER
10. HONG KONG ORCHID IN PLANTER
11. ROCK GARDEN w/ ASIAN INFLUENCE PLANTS
12. CABANA REST SHADE DECK
13. 24" WIDE x 30" HT. PERIMETER PLANTER - TYP.
14. WOOD-LIKE OUTDOOR PRIVATE DECKING
15. TOT LOT w/ REST TRELLIS & FIXED SEATING
16. OVERFLOW & EVENT LAWN w/ GRASS PAVER  
TYP. OF ALL GRASS ON 6TH FLOOR
17. STRAWBERRY GUAVA TREE
18. DWARF PHOENIX PALM
19. RHAPIS PALM

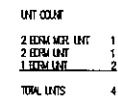
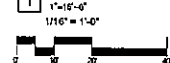


Exhibit B-7  
File No. 2016/SDD-40



**ARCHITECT:**  
THIS WORK WAS PREPARED BY ME  
OR UNDER MY SUPERVISION AND  
CONSTRUCTION OF THIS PROJECT  
WILL BE UNDER MY OBSERVATION.

NOTE: CONSTRUCTIONAL CHECK AND VERIFY ALL DIMENSIONS AT JOINTS ONE PACE FROM JOINT WITH NEXT.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawai'i City Plaza  
Honolulu, Hawai'i  
710 Sheridan Street  
TMK 2-3-01-4; Barracks 002 004 & 011

710 Sheridan Street  
TMK 2-3-014: Barracks 002 004 & 011

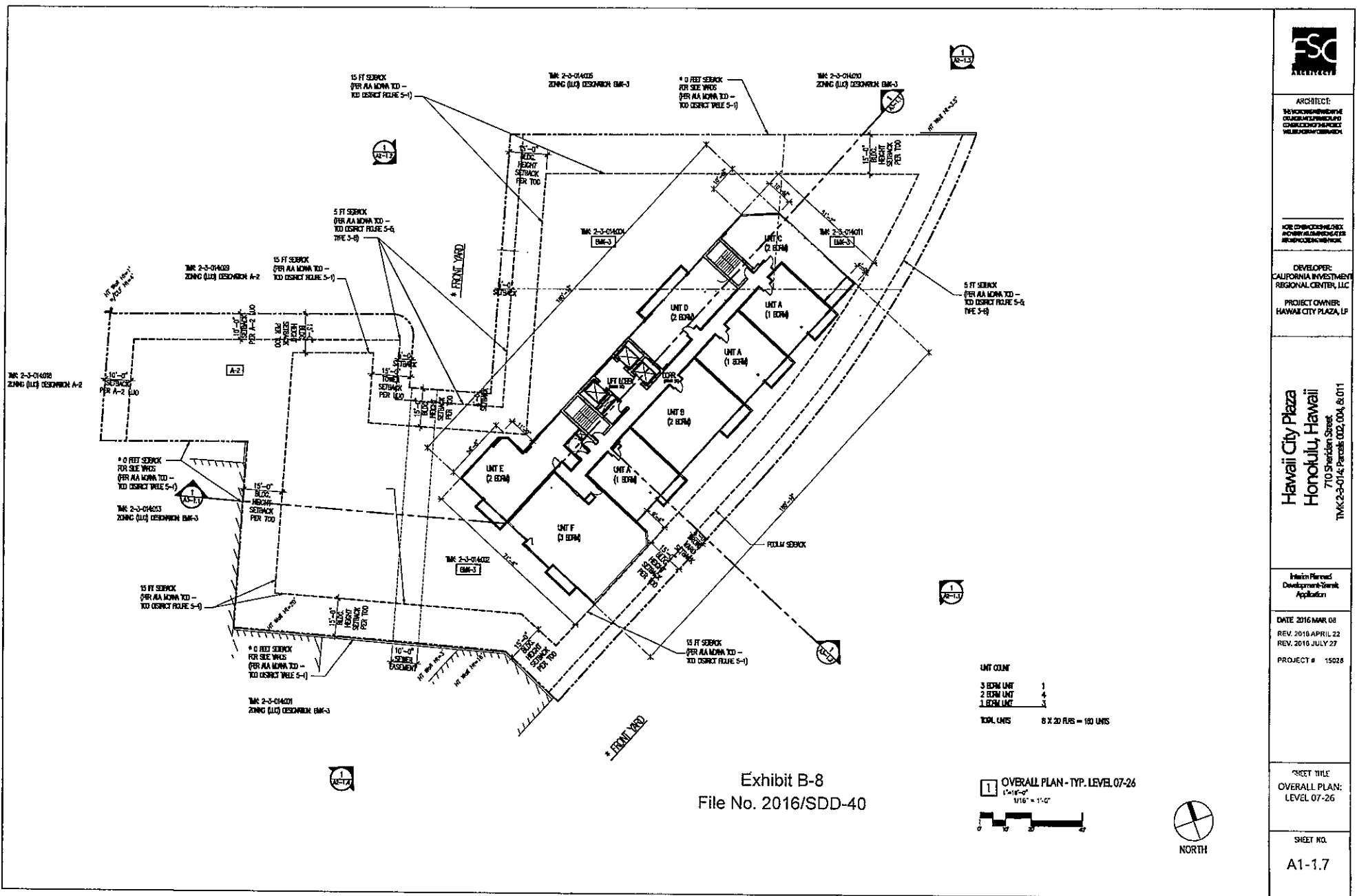
Interim Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

PROJECT # 15028

OVERALL PLAN:  
LEVEL 06

SHEET NO.  
A1-1.6



ARCHITECT:  
 FSC ARCHITECTS  
 1000 KALANIANAʻOLAHU AVE., SUITE 100  
 HONOLULU, HAWAII 96813

FOR CHANGES AND  
 REVISIONS, CONTACT THE  
 ARCHITECT OR ENGINEER

DEVELOPER:  
 CALIFORNIA INVESTMENT  
 REGIONAL CENTER, LLC  
 PROJECT OWNER:  
 HAWAII CITY PLAZA, LP

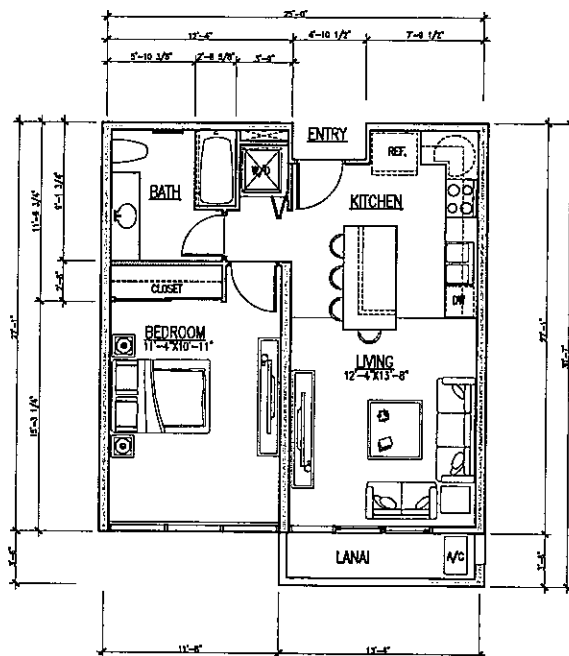
**Hawaii City Plaza**  
**Honolulu, Hawaii**  
 710 Sheridan Street  
 TMS 2-3-014; Parcels 002, 004, & 011

Initial Plans  
 Development Permit  
 Application

DATE: 2016 MAR 08  
 REV: 2016 APRIL 22  
 REV: 2016 JULY 27  
 PROJECT #: 15026

SHEET TITLE  
 OVERALL PLAN:  
 LEVEL 07-26

SHEET NO.  
**A1-1.7**



1 UNIT PLAN - TYPE A @ LEVEL 06-26  
1/4" = 1'-0"

LIVING AREA: 659.00 S.F.  
LANAI AREA: 46.00 S.F.  
TOTAL AREA: 705.00 S.F.

2 UNIT PLAN - TYPE A1 (ADA)  
1/4" = 1'-0"

Exhibit B-9  
File No. 2016/SDD-40

UNIT PLAN - TYPE A & A1 (1BR)



ARCHITECT:  
THEODORE W. BROWN  
OWNER'S REPRESENTATIVE  
CHUCKLE OF THE PORT  
WILSON/CHUCKLE

FOR CHUCKLE WILSON  
OWNER'S REPRESENTATIVE  
WILSON/CHUCKLE

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014; Parcel 002, 004, & 011

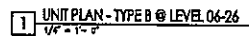
Interim Planned  
Development/Tenat  
Application

DATE 2016 MAR 05  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE A (1 BR)

SHEET NO.

A1-2.1



2 UNIT PLAN - TYPE 81 (ADA)  
1/4" = 1' - 0"

UNIT PLAN - TYPE B &amp; B1 [28R]



A1-2.3



ARCHITECT:  
FSC ARCHITECTS  
CONSULTING ENGINEERS AND  
ARCHITECTS

FOR CONSTRUCTION  
AND/OR ALTERNATE  
RENDERING METHOD

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

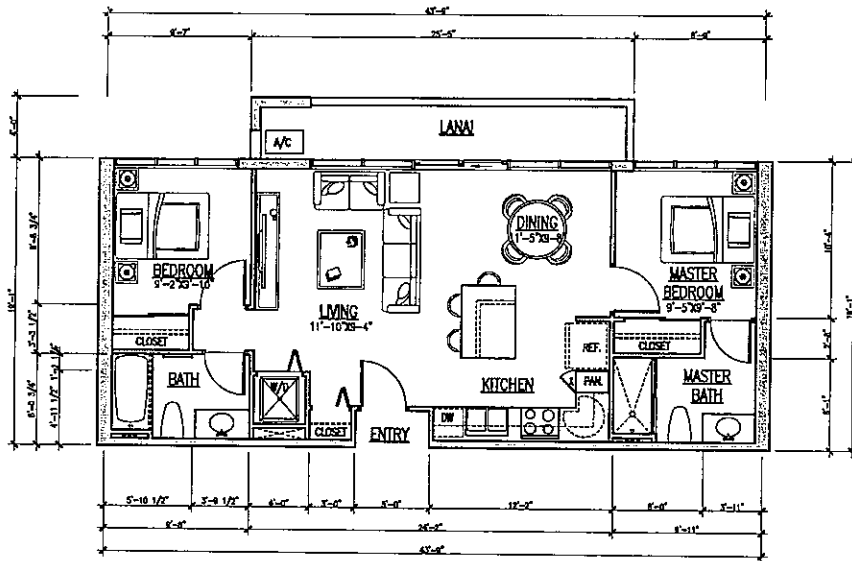
Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014, Parcel 002, 004, & 011

Interim Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE D (2 BR)

SHEET NO.  
A1-2.4



1 UNIT PLAN - TYPE D @ LEVELS 07-26  
1/4" = 1'-0"

LIVING AREA: 812.00 S.F.  
LANAI AREA: 102.00 S.F.  
TOTAL AREA: 914.00 S.F.

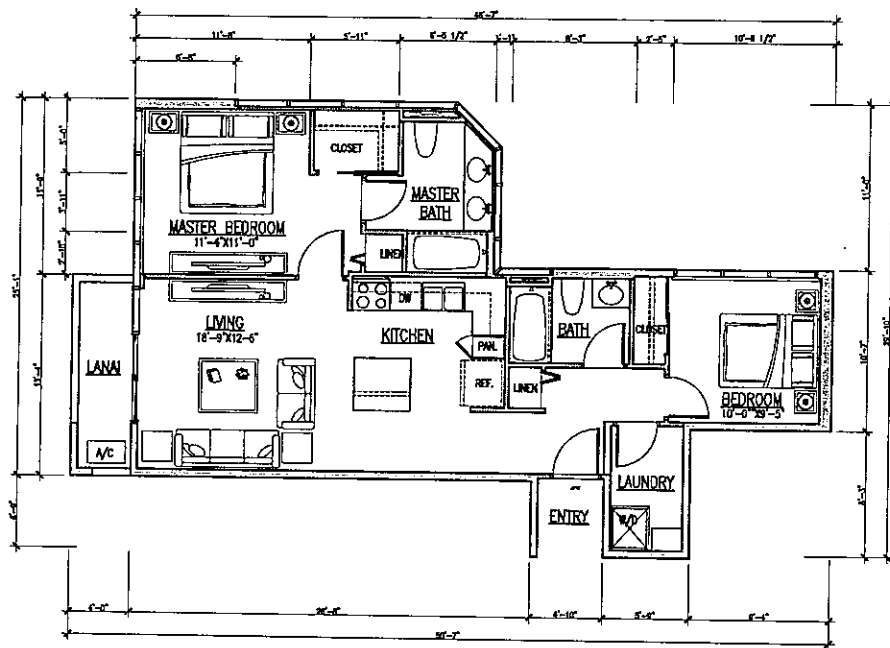
2 UNIT PLAN - TYPE D (ADA)  
1/4" = 1'-0"

Exhibit B-12  
File No. 2016/SDD-40

UNIT PLAN - TYPE D (2BR)







1 UNIT PLAN - TYPE E @ LEVELS 07-26  
1/4" = 1'-0"

LIVING AREA: 903.00 S.F.  
LANAI AREA: 53.00 S.F.  
TOTAL AREA: 956.00 S.F.

2 UNIT PLAN - TYPE E1 (ADA)  
1/4" = 1'-0"

Exhibit B-13  
File No. 2016/SDD-40

UNIT PLAN - TYPE E (2BR)



ARCHITECT:  
THE ARCHITECTURAL  
CONSULTING GROUP  
HONOLULU, HAWAII

HONOLULU, HAWAII  
ARCHITECTURAL GROUP

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TAK-2-3-014; Parasols 002, 004, & 011

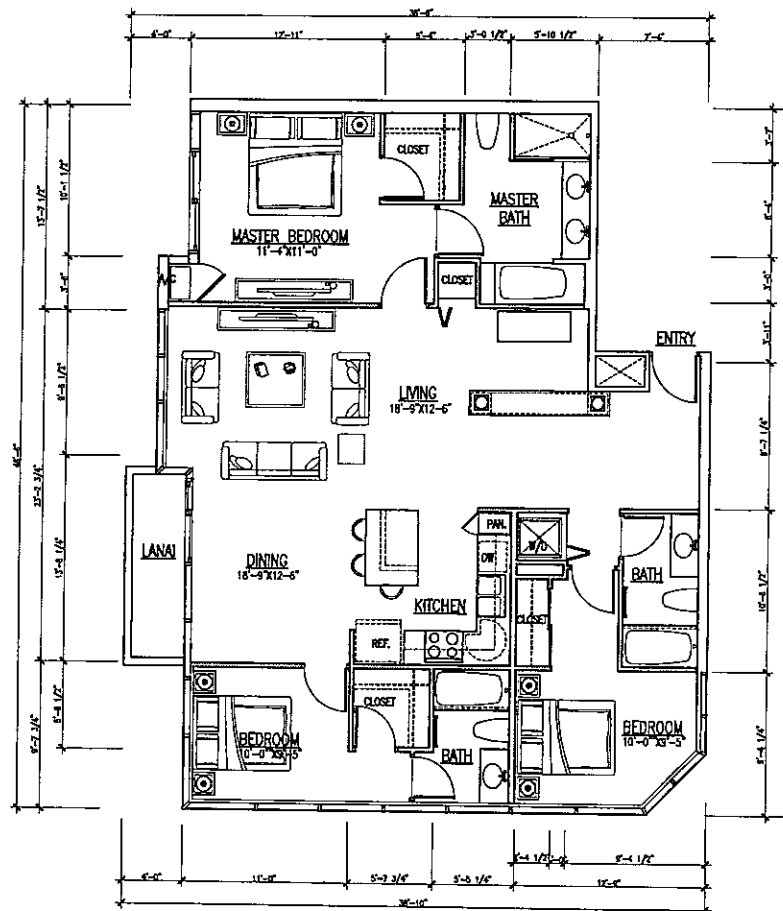
Interim Planned  
Development Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE E (2 BR)

SHEET NO.

A1-2.5



1 UNIT PLAN - TYPE F @ LEVELS 07-26  
1/4" = 1'-0"

LIVING AREA: 1528.00 S.F.  
LANAI AREA: 56.00 S.F.  
TOTAL AREA: 1584.00 S.F.

Exhibit B-14  
File No. 2016/SDD-40

UNIT PLAN - TYPE F (3BR)



ARCHITECT:  
VICTOR OCHOA-HERNANDEZ  
CHUCK LAMBERT  
CHUCK LAMBERT  
VICTOR OCHOA-HERNANDEZ

FOR CHANGES, PLEASE  
CONTACT THE ARCHITECT  
OR THE DEVELOPER

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014-Parcels 002, 004, & 011

Interim Planned  
Development-Tenant  
Application

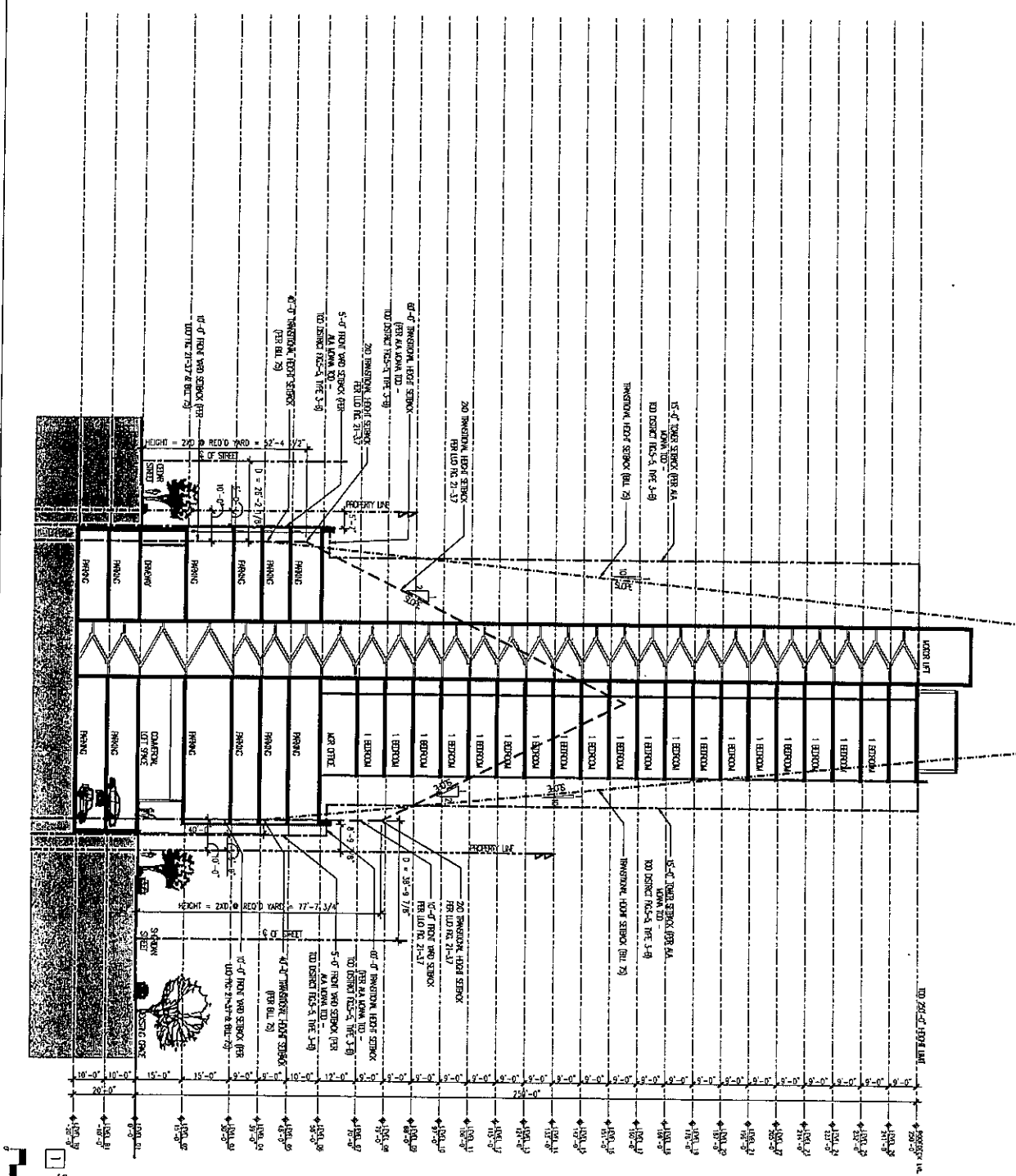
DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
UNIT PLAN:  
TYPE F (3 BR)

SHEET NO.  
A1-2.6



NORTH



**Exhibit B-16**

**File No. 2016/SDD-40**

**Hawaii City Plaza**

**Honolulu, Hawaii**

710 Sheridan Street

TMK 2-3-014; Parcels 002, 004, & 011

**ARCHITECT:**

**ENGINEER:**

**DEVELOPER:**

**PROJECT OWNER:**

**DATE:** 2015/04/08

**REV:** 2016/06/22

**REV:** 2016/08/15

**PROJECT:** 15008

**STREET SETBACKS DIAGRAM**

**1**

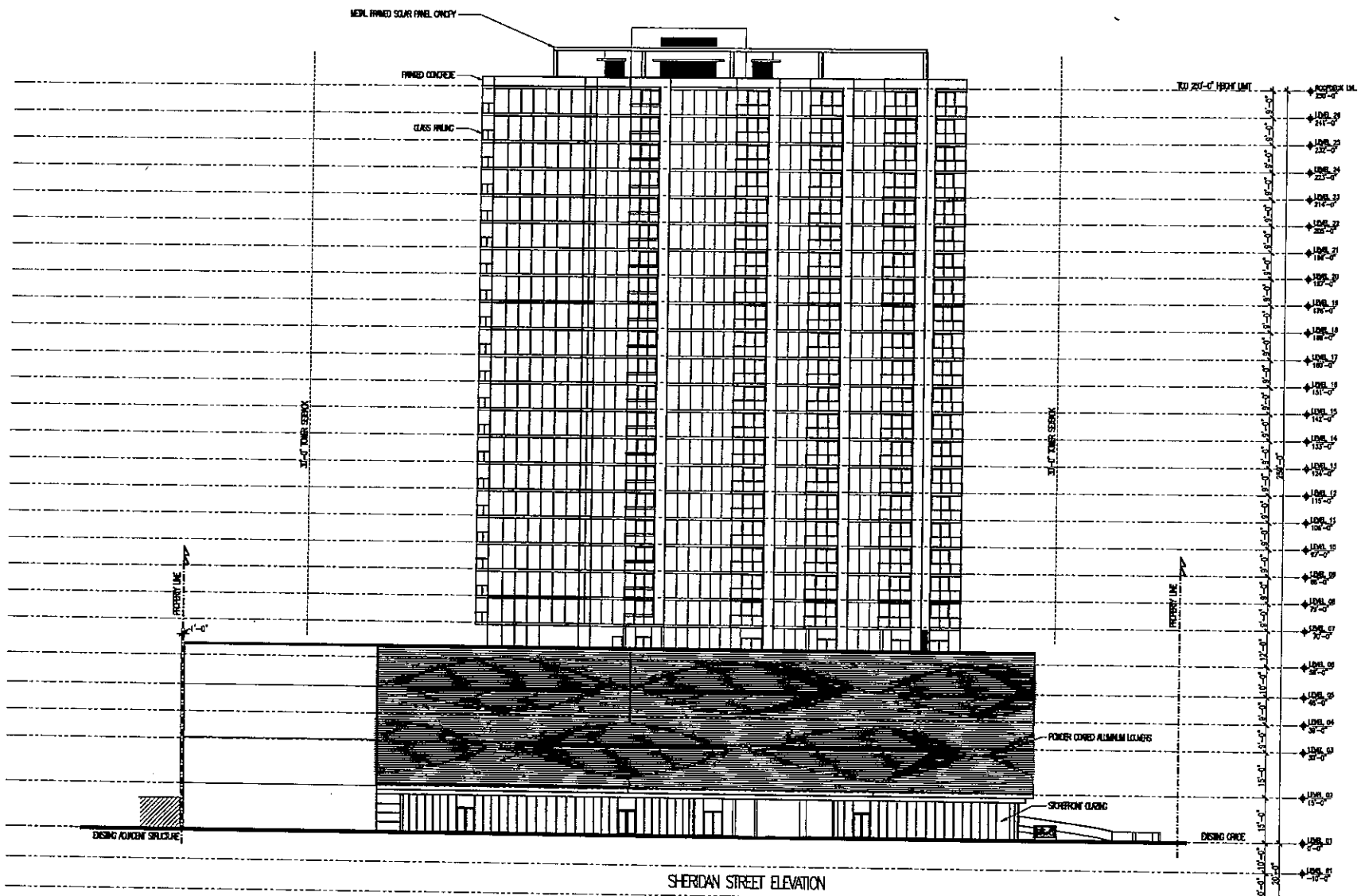
**1/8" = 1'-0"**

**STREET NAME**

**OVERALL SECTION 2**

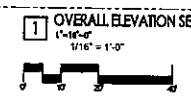
**A3-12**





SHERIDAN STREET ELEVATION

Exhibits B-18  
File No. 2016/SDD-40



ARCHITECT:  
FSC ARCHITECTS  
3150 KALANIANAʻOHALA DRIVE, SUITE 1000  
HONOLULU, HAWAII 96813

FOR CONSTRUCTION:  
HAWAII CITY PLAZA  
RENDERING WORK

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

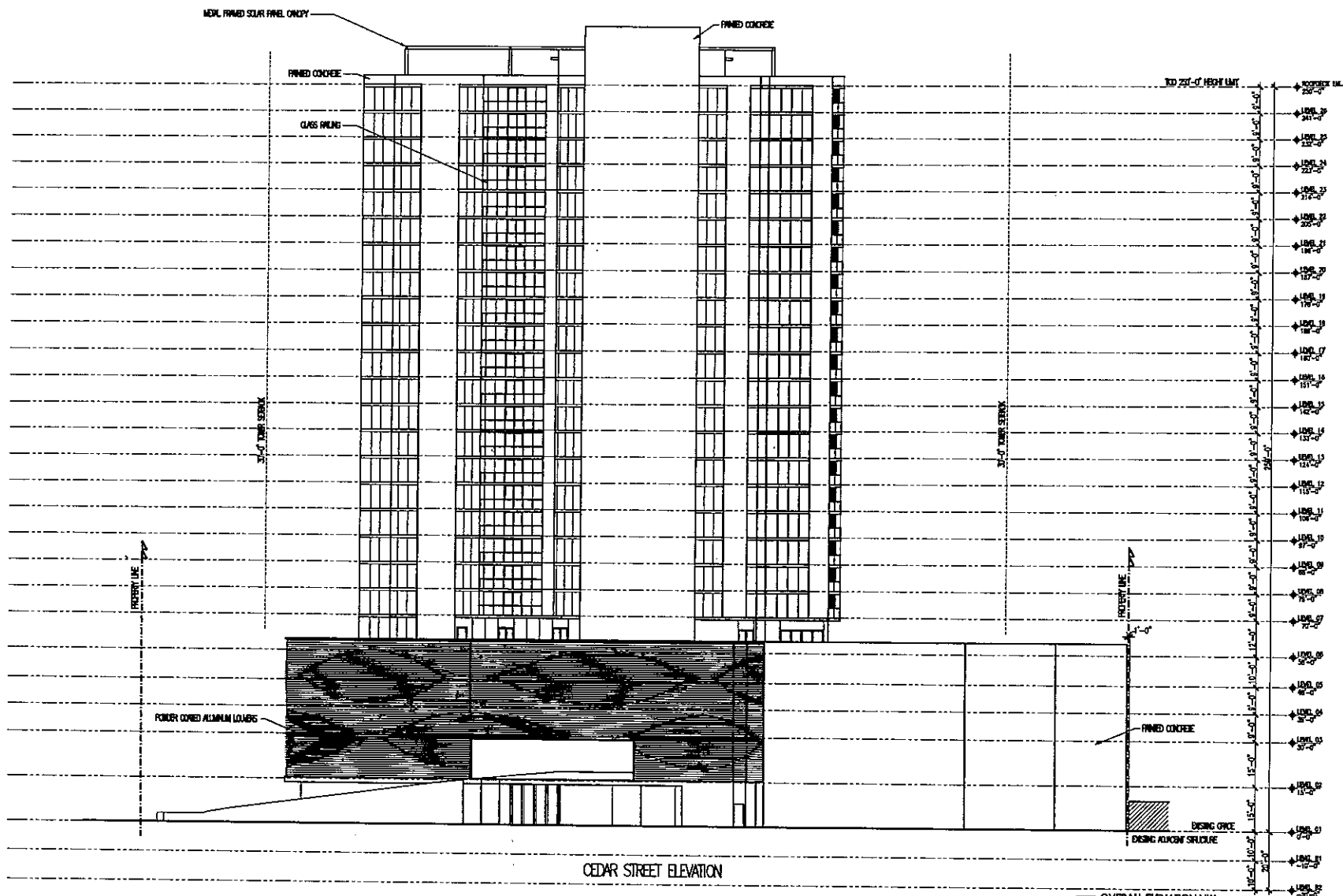
**Hawaii City Plaza**  
**Honolulu, Hawaii**  
770 Sheridan Street  
TMK2-9-07-6 Parcels 002, 004, & 011

Master Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

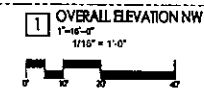
SHEET TITLE  
OVERALL  
ELEVATION SE

SHEET NO.  
A2-1.1



CEDAR STREET ELEVATION

Exhibits B-19  
File No. 2016/SDD-40



ARCHITECT:  
FSC ARCHITECTS  
1000 KALANIANA'OLA BLVD  
SUITE 1000  
HONOLULU, HI 96813

FOR CHANGES/REVISIONS  
PLEASE REFER TO THE  
REVISIONS SHEET

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

Interim Planned  
Development Permit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
OVERALL  
ELEVATION NW

SHEET NO.  
A2-1.2



ARCHITECT

ESD ARCHITECTS  
1000 KALANOA AVENUE, SUITE 200  
HONOLULU, HAWAII 96813

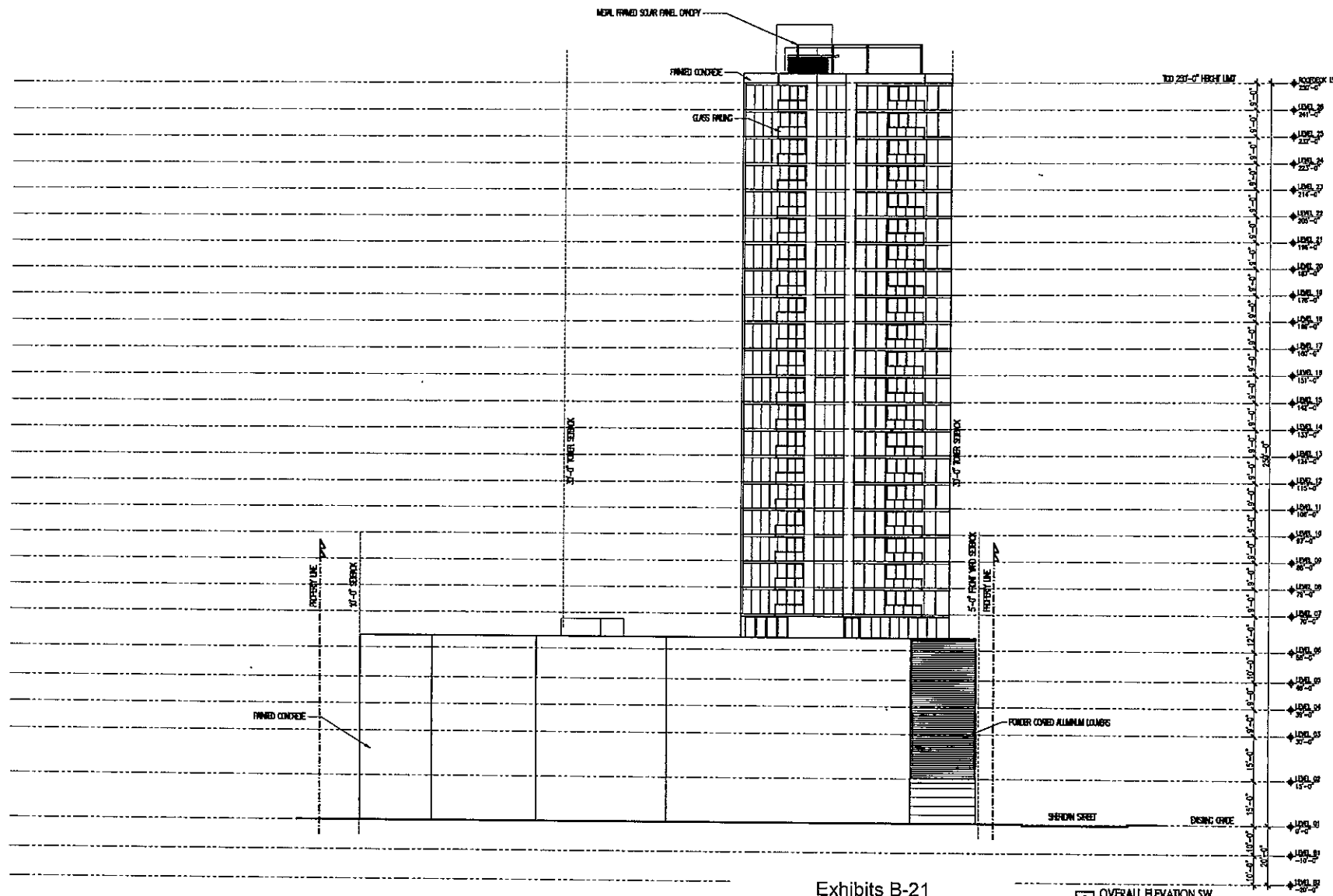
FOR CONSTRUCTION  
HAWAII CITY PLAZA  
HONOLULU, HAWAII

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

**Hawaii City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
THK23-01-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-122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Exhibits B-21  
File No. 2016/SDD-40

1 OVERALL ELEVATION SW  
1/16" = 1'-0"





ARCHITECT:  
FSC ARCHITECTS  
1000 KALANIANAʻOHE AVENUE, SUITE 1000  
HONOLULU, HAWAII 96813

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

**Hawaii City Plaza**  
Honolulu, Hawaii  
770 Sheridan Street  
TNA 2-3-01-4; Panels 002, 004, & 011

Interim Planned  
Development/Threat  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
OVERALL ELEVATION SE

SHEET NO.  
A2-1.4





ARCHITECT:  
FSC ARCHITECTS  
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NOTE: CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF HONOLULU AND THE STATE OF HAWAII.

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

Interim Planned  
Development-Transit  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT # 15028

SHEET TITLE

SHEET NO.  
T0-0.5


Exhibits D-1  
File No. 2016/SDD-40

**South-East Perspective  
Sheridan Street**



Exhibits D-2  
File No. 2016/SDD-40

**North-East Perspective  
Sheridan Street**


<b>ARCHITECT:</b> <small>THE INFORMATION PROVIDED BY THE          DEVELOPER IS FOR INFORMATIONAL          PURPOSES ONLY AND DOES NOT          REPRESENT A GUARANTEE OF THE PROJECT          OR THE ACCURACY OF THE INFORMATION.</small>
<small>NOTE: CONTRACTOR SHALL OBTAIN          ALL NECESSARY PERMITS AND          RECORDS FROM THE CITY OF HONOLULU.</small>
<b>DEVELOPER:</b> CALIFORNIA INVESTMENT REGIONAL CENTER, LLC <b>PROJECT OWNER:</b> HAWAII CITY PLAZA, LP
<b>Hawaii City Plaza</b> <b>Honolulu, Hawaii</b> 710 Sheridan Street TMAK 2-3-014; Parcel 002, 004, & 011
Interim Planned Development Transit Application
DATE: 2016 MAR 06 REV. 2016 APRIL 22 REV. 2016 JULY 27 PROJECT # 15028
<b>SHEET TITLE</b>
<b>SHEET NO.</b> T0-0.6



DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

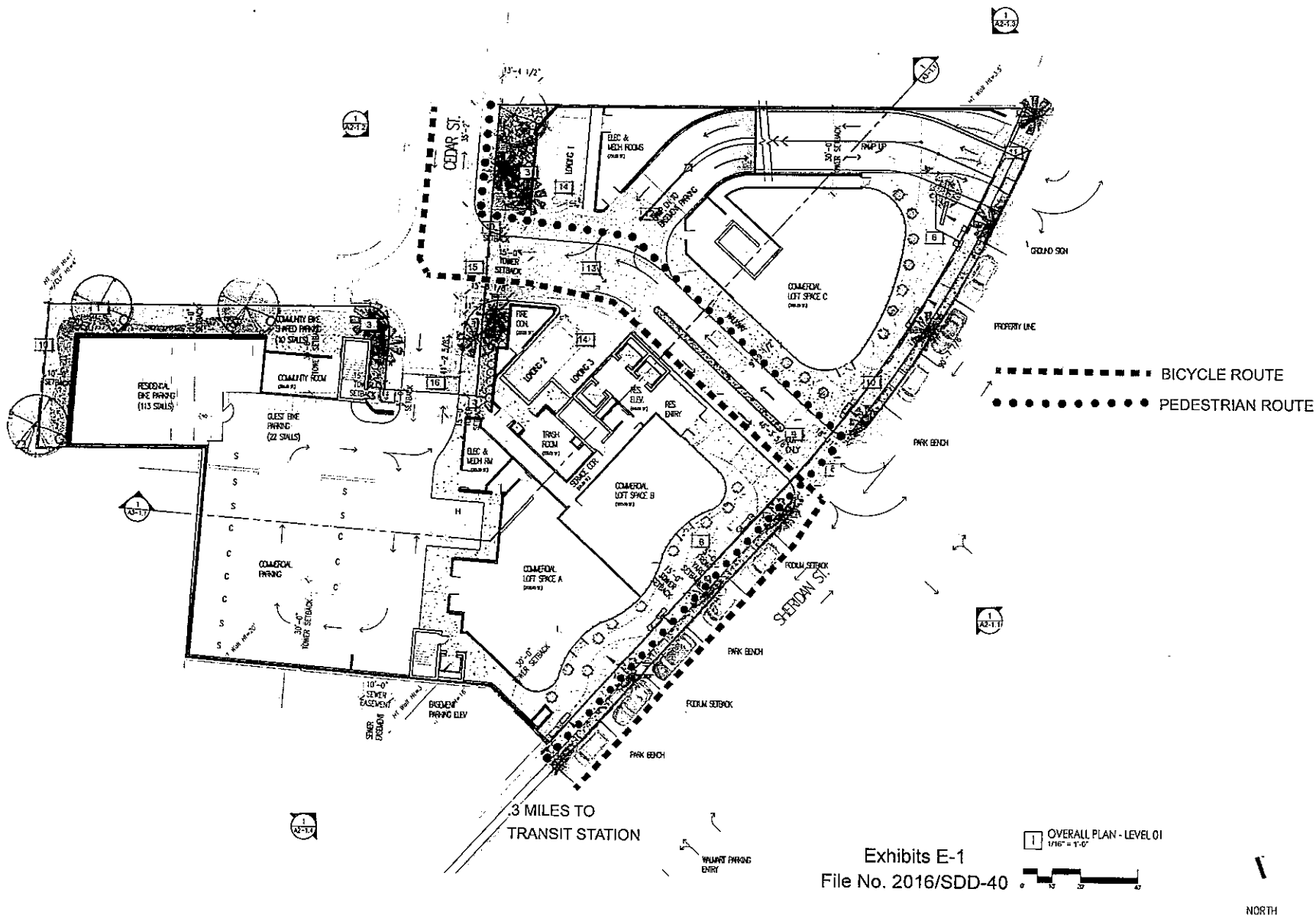
Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014; Parcels 002, 004, & 011

Interim Planned  
Development-Transit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
COMMUNITY  
BENEFIT #2

SHEET NO.  
A4-1.4

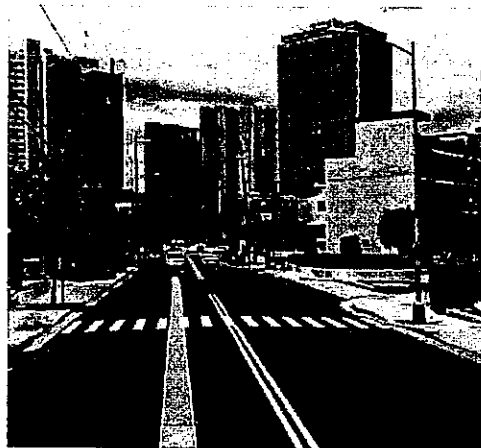


## SHERIDAN STREET

Sheridan Street runs parallel to Keeaumoku Street, and offers a convenient mauka-makai connection for pedestrians and bicyclists. It mainly serves the Sheridan neighborhood, and connects King Street with Kapiolani Boulevard. Various auto shops and small businesses are located along this street.

### RECOMMENDED MODIFICATIONS INCLUDE:

- Sharrow striping for better motorist awareness of bicycle traffic
- Sidewalk enhancements
- Street trees for shade



Sheridan Street - Existing



Sheridan Street - TOD Plan

Exhibits E-2  
File No. 2016/SDD-40



ARCHITECT:  
75 HONOLULU AVENUE  
HONOLULU, HAWAII 96813  
TEL: 808.521.1234

FOR CHAIRMAN'S REVIEW  
AND APPROVAL ONLY  
NO ARCHITECTURAL CHANGES

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMA-2-3-014; Parcel 002, 004, & 011

Interim Planned  
Development/Threat  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
COMMUNITY  
BENEFIT #2

SHEET NO.  
A4-1.5





ARCHITECT:

THE COMMUNITY BENEFIT CORPORATION  
1000 KALANIANAʻOHE AVENUE, SUITE 1000  
HONOLULU, HAWAII 96813

FOR COMMUNITY BENEFIT  
AND AFFORDABLE HOUSING  
REQUIREMENTS

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:

HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014, Parcel 002, 004, & 011

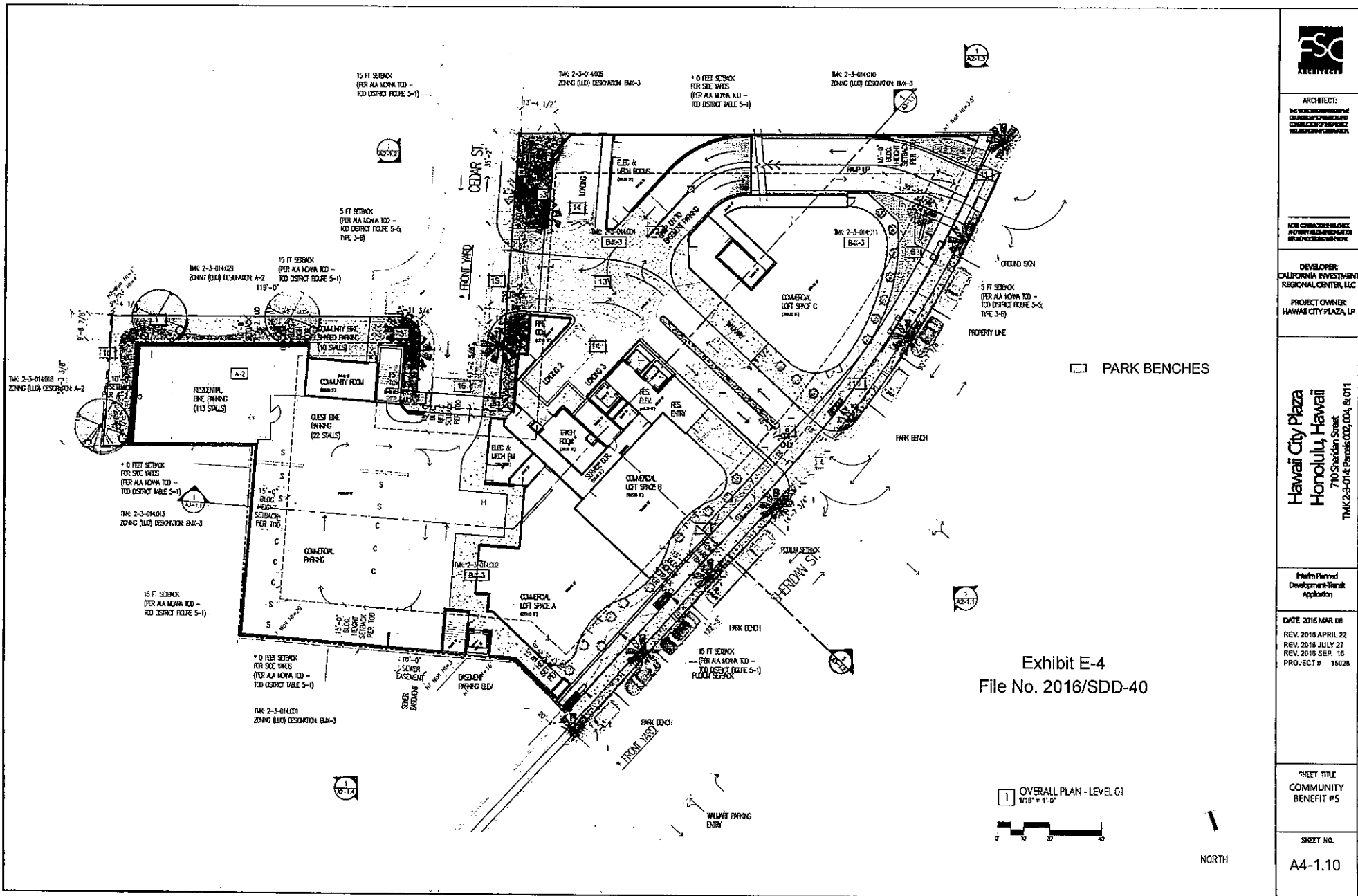
Interim Planned  
Development's Start  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
REV: 2016 SEP. 16  
PROJECT # 15628

SHEET TITLE  
COMMUNITY  
BENEFIT #5

SHEET NO.

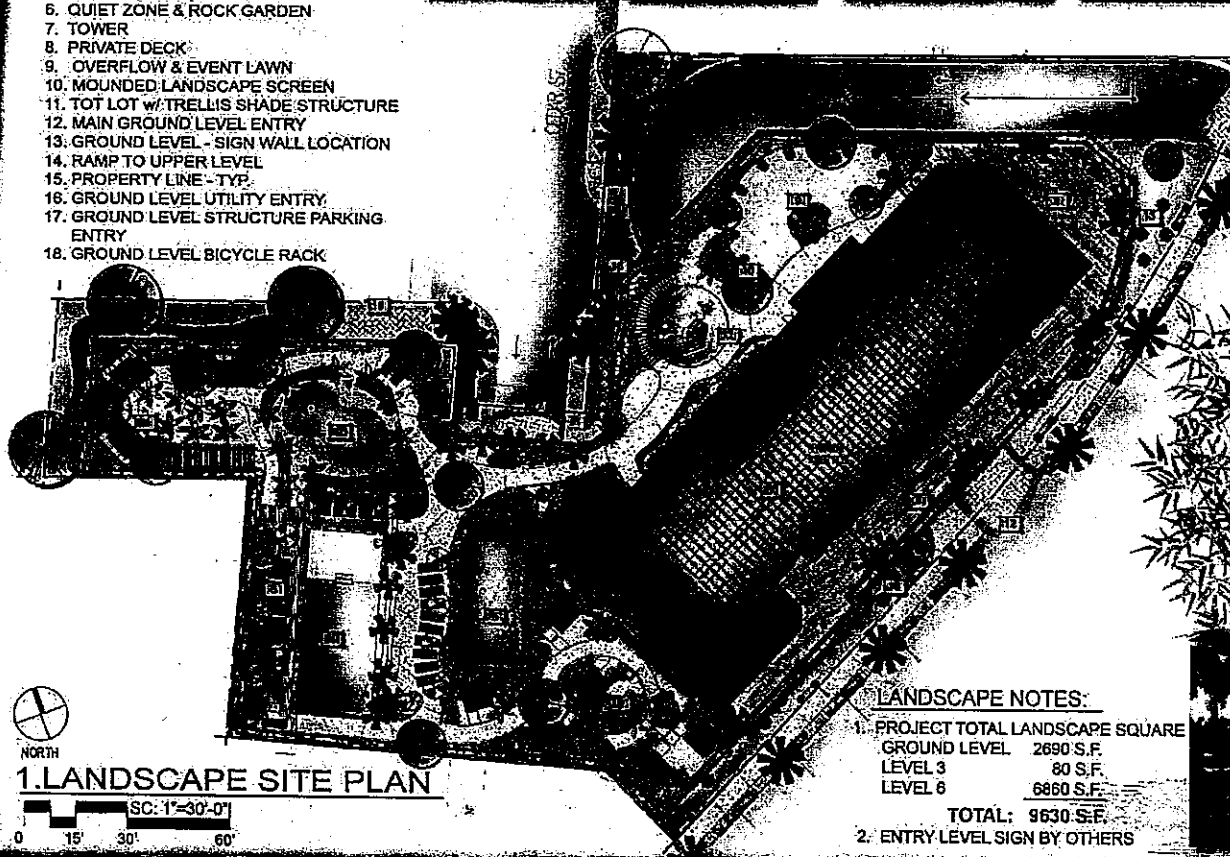
A4-1.10





# MAP KEY

1. BBQ & OUTDOOR FAMILY AREA
2. PUTTING GREEN
3. CABANA ON RAISED WOOD DECK
4. ADULT & KIDS SWIMMING POOL
5. OPEN AIR WELL TO BE SCREENED W/ BAMBOO HEDGE
6. QUIET ZONE & ROCK GARDEN
7. TOWER
8. PRIVATE DECK
9. OVERFLOW & EVENT LAWN
10. MOUNDED LANDSCAPE SCREEN
11. TOT LOT W/ TRELLIS SHADE STRUCTURE
12. MAIN GROUND LEVEL ENTRY
13. GROUND LEVEL - SIGN WALL LOCATION
14. RAMP TO UPPER LEVEL
15. PROPERTY LINE - TYP.
16. GROUND LEVEL UTILITY ENTRY
17. GROUND LEVEL STRUCTURE PARKING ENTRY
18. GROUND LEVEL BICYCLE RACK



## LANDSCAPE NOTES:

1. PROJECT TOTAL LANDSCAPE SQUARE
 

GROUND LEVEL	2690 S.F.
LEVEL 3	80 S.F.
LEVEL 6	6860 S.F.
<b>TOTAL:</b>	<b>9630 S.F.</b>
2. ENTRY LEVEL SIGN BY OTHERS



## 1. LANDSCAPE SITE PLAN

SC: 1"=30'-0"  
0 15' 30' 60'

HAWAII CITY PLAZA - PROPOSED LANDSCAPE CONCEPT  
710 SHERIDAN ST. HONOLULU, HI 96814  
international

Exhibit F-1  
File No. 2016/SDD-40



ARCHITECT:  
TRENCHARD ARCHITECTS  
CHICAGO, ILLINOIS  
WWW.TRENCHARDARCHITECTS.COM

FOR COMMERCIAL USE ONLY  
NOT FOR CONSTRUCTION  
NO REPRODUCTION WITHOUT PERMISSION

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014, Parcel 003, 004, & 011

Interim Planned  
Development Permit  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

SHEET TITLE  
LANDSCAPE  
SITE PLAN

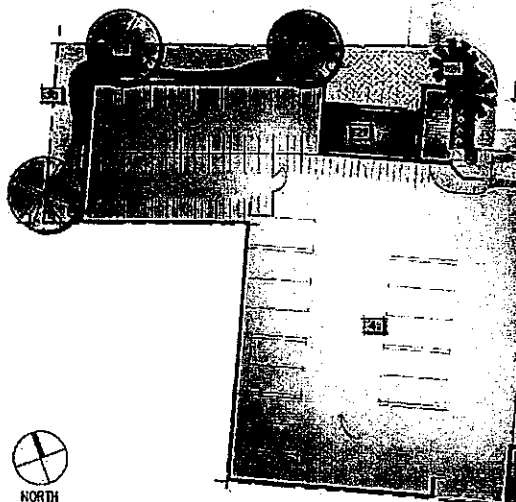
SHEET NO.  
L-1

# MAP KEY

1. FALSE KAMANI TREE
2. INDOOR/ OUTDOOR BICYCLE RACKS
3. FOX TAIL PALM - TYP. ON CEDAR ST. ONLY
4. GROUND FLOOR PARKING
5. FACILITIES TBD - BY OTHERS
6. COBBLE STONE PATTERN & REST TABLES
7. QUEEN PALM - TYP. ON SHERIDAN ST. ONLY
8. MAIN ENTRY
9. 24" MEDIAN w/ ACCENT FIXTURE  
SEE DRAWING: 2
10. PROPERTY LINE
11. RAMP TO UPPER LEVEL & PORTE COCHERE
12. RAMP TO LOWER LEVEL PARKING
13. MIXED VEHICULAR/ PEDESTRIAN PAVERS - TYP.
14. UTILITY PARKING
15. CEDAR ST. ENTRY TO LOWER PARKING
16. GROUND LEVEL STRUCTURE PARKING ENTRY

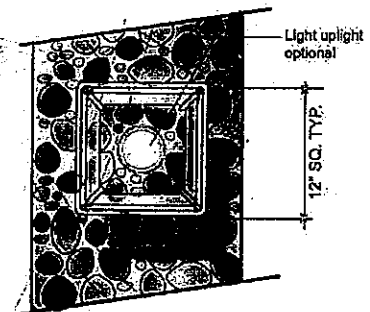
## GROUND FLOOR TREE & PALM PLANT LIST

NO.	COMMON NAME	SCIENTIFIC NAME	AMT.	SIZE	NOTES
1	False Kamani	<i>Terminelia catappa L.</i>	4	45 g.c.	Min. 6' trk. ht., 6" Cal.
2	Foxtail Palm	<i>Wodyetia bifurcata</i>	6	25 g.c.	Min. 6' trk. ht. 4" Cal.
3	Queen Palm	<i>Syagrus romanzoffian</i>	8	f.s.	Min. 6' trk. ht. 8" Cal.

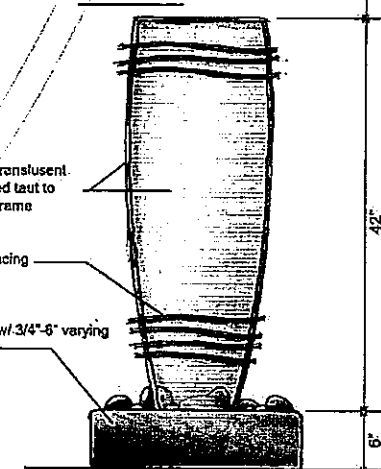


1. GROUND FLOOR TREE PLAN

SC: 1"=30'-0"  
0 15' 30' 60'



PLAN



2. ELEVATION: MEDIAN  
ACCENT FIXTURE

SC: NTS

Heavy glass or translucent  
material stretched taut to  
3/4" dia., metal frame

Metal accent bracing  
- typ

24" Conc. base w/ 3/4"-6" varying  
river rock inset

HAWAII CITY PLAZA PROPOSED LANDSCAPE CONCEPT

1710 SHERIDAN ST. HONOLULU, HI 96814

Exhibit F-2  
File No. 2016/SDD-40

JAN 12, 2016



ARCHITECT:  
TERRACON CONSULTING  
ON BEHALF OF FSC ARCHITECTS  
WILSON, KAPLAN & ASSOCIATES

FOR COMMERCIAL USE  
INVESTMENT CONSULTING  
AND FINANCIAL SERVICES

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TMK 2-3-014; Parcel 002, 004, & 011

Interim Planned  
Development-Short  
Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 15028

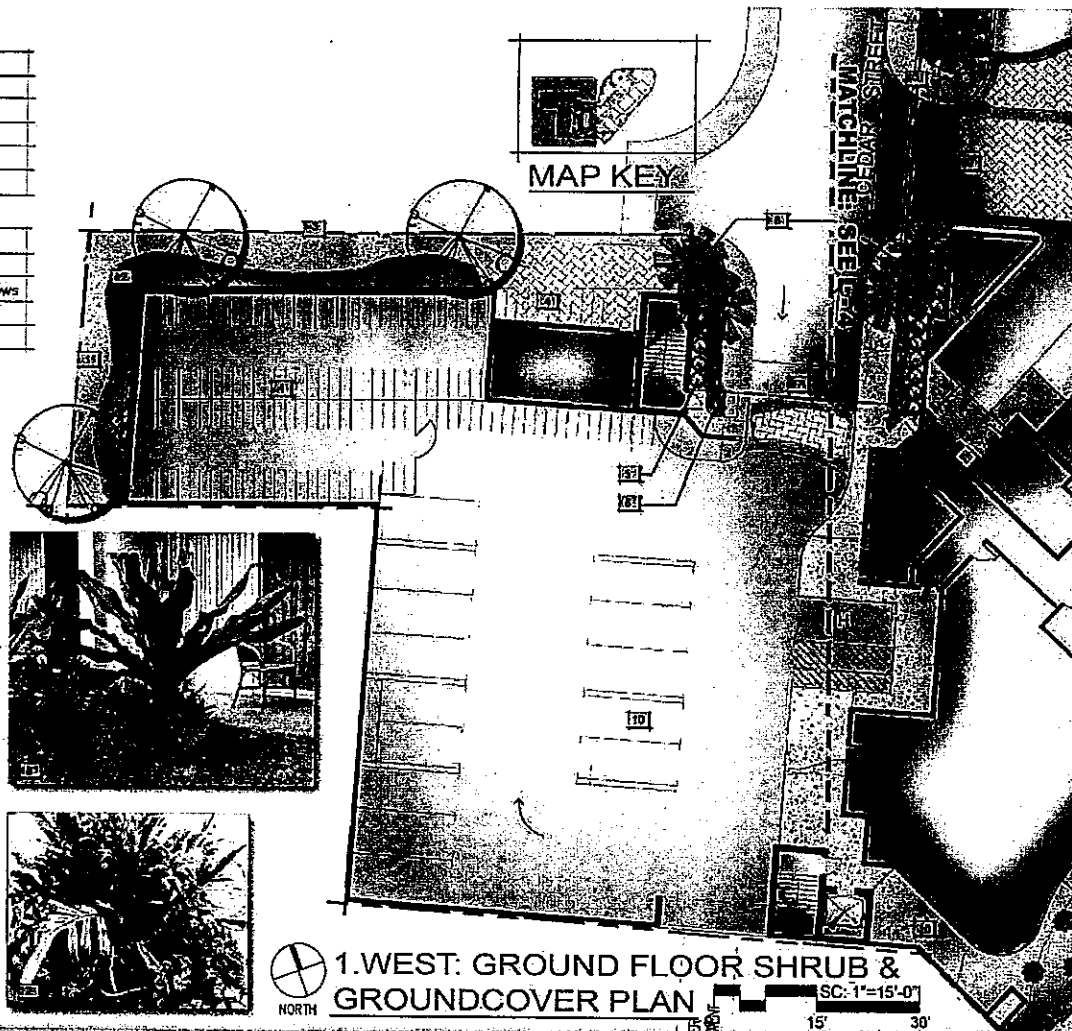
SHEET TITLE  
GROUND FLOOR  
TREE PLAN

SHEET NO.  
L-2

INO.	COMMON NAME	SCIENTIFIC NAME	AMT./ SIZE/ DESCRIPTION
1	Red 'Kirm' Ginger	<i>Alpinia purpurata</i>	110 ea., 3 g.c. @ 30" o.c., staggered rows
2	Red 'Illinoe' Ti	<i>Cordyline frutesco</i>	36 ea., 3 g.c. @ 12" o.c., clustered
3	Queen Emma Spider Lily	<i>Crinum augustum</i>	64 ea., 3 g.c. @ 24" o.c., staggered rows
4	Yellow Daylily	<i>Henrocallis 'Hypanis'</i>	40 ea., 1 g.c. @ 30" o.c., clustered
5	Tiara Gardenia Hedge	<i>Gardenia 'radiata'</i>	60 ea., 3 g.c. @ 30" o.c.

NO.	COMMON NAME	SCIENTIFIC NAME	AMT./ SIZE/ DESCRIPTION
1.	St. Augustine grass	<i>Stenolaphrum secundatum</i>	720 s.f., Hydro Spray
2.	Dwarf Laue Fém	<i>Phymatosorus grösus</i>	280 ea., 4" pots @ 16" o.c. staggered rows
3.	Dwarf Pittosporum	<i>Pittosporum tobira 'Nana'</i>	180 ea., 3 g.c. @ 24" o.c., staggered
4.	Mondo Grass	<i>Ophiopogon japonicus</i>	120 s.f. Sprays & 3" o.c., clustered rows

1. ST. AUGUSTINE GRASS
2. DWARF LAUAE FERN
3. PROPERTY LINE
4. INDOOR/ OUTDOOR BICYCLE RACKS
5. ASSORTED GINGERS, TYP.
6. DWARF PITTISPORUM
7. GROUND LEVEL STRUCTURE PARKING ENTRY
8. QUEEN EMMA SPIDER LILY & ACCENT RED TI
9. CEDAR ST. ENTRY TO LOWER PARKING
10. TO SHERIDAN ST. SEATING



NORTH

1.WEST: GROUND FLOOR SHRUB &  
GROUND COVER PLAN

SC: 1"=15'-0"

710 SHERIDAN ST. HONOLULU, HI 96814

JAN 12, 2011



**IBU**  
international  
00848005181 [www.ibu.com](http://www.ibu.com)



**ARCHITECT:**  
The project was designed  
by the architecture firm  
of the architect of the  
building.

NOTE: CONDUCTING BIOLOGICAL  
RESEARCH REQUIRES A  
SPECIAL LICENSE FROM THE  
STATE OF CALIFORNIA

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER LLC

PROJECT OWNER:  
HAWAII CITY PLAZA, LP

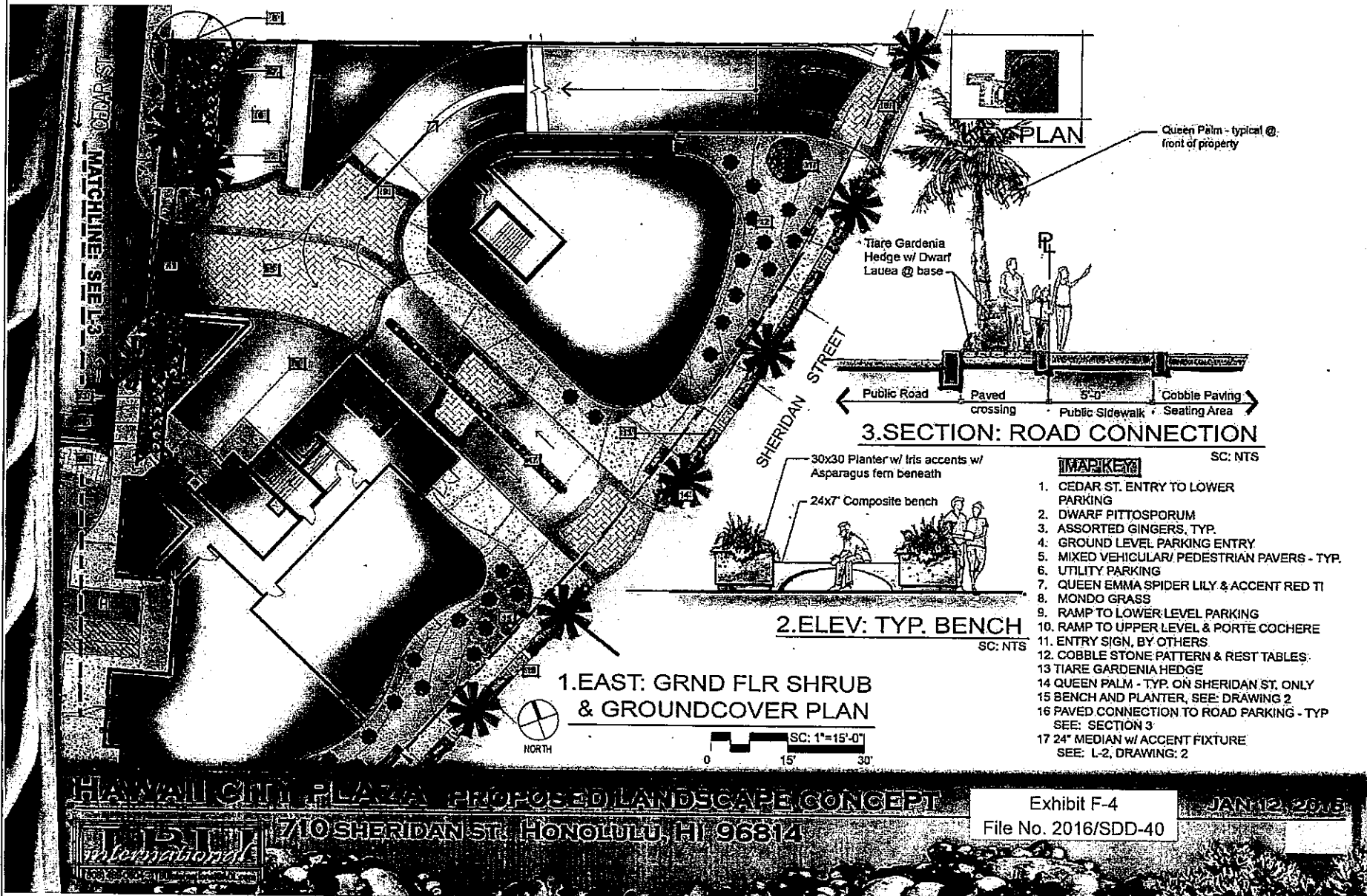
**Hawaii City Plaza**  
**Honolulu, Hawaii**  
710 Sheridan Street  
TMMK 2-3-014; Parcels 002, 004, & 011

### Initial Planned Development-Threat Application

DATE 2016 MAR 08  
REV. 2016 APRIL 22  
REV. 2016 JULY 27  
PROJECT # 1502

SHEET TITLE  
WEST: GROUND  
FLOOR SHRUB &  
GROUND COVER  
PLAN

SHEET NO.  
L-3



ARCHITECT:  
THE HONOLULU ARCHITECTURAL FIRM, INC.  
710 SHERIDAN STREET  
HONOLULU, HAWAII 96814

NOT FOR CONSTRUCTION  
FOR INFORMATION ONLY

DEVELOPER:  
CALIFORNIA INVESTMENT  
REGIONAL CENTER, LLC  
PROJECT OWNER:  
HAWAII CITY PLAZA, LP

Hawaii City Plaza  
Honolulu, Hawaii  
710 Sheridan Street  
TAK 23-014, Parcels 002, 004, & 011

Interim Planned  
Development Permit  
Application

DATE: 2016 MAR 08  
REV: 2016 APRIL 22  
REV: 2016 JULY 27  
PROJECT #: 15028

SHEET TITLE  
EAST: GROUND FLOOR SHRUB & GROUND COVER PLAN

SHEET NO.  
L-4